A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-327	DATE:			
CUSTOMER: JAL	MCL 15,037 DTD			
CHANGE NO: 93	MODEL: 22-3 (22M)			
TITLE: Specification Administrativ Oxygen Bottle Part Number -	ve Change (Revision to Portable - Group C Airplanes)			
ORIGIN: Convair initiated				
REASON FOR CHANGE: Specification corre	ection			
EFFECT ON WEIGHT *	EFFECT ON BALANCE *			
GUAR. WT. EMPTY OPER. WT. EMPTY				
0 0	O INCH LB.			
EFFECT ON GUARANTEED PERFORMANCE: * None				
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPO ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOPRIOR ACCEPTANCE OF THE FOLLOWING CHANGES	DN Jarret			
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:			
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.			
BY:				
DATE:	#ON VAIR, 5.0. 6-1217 A			

Specification Administrative Change (Revision to Portable Oxygen Bottle Part Number - Group C Airplanes) Title:

Convair initiated Origin:

Reason for Change: Specification correct

Description of Change:

Page A-17, APPENDIX I-C, OXYGEN EQUIPMENT

Change the following item in the equipment list:

"1 *Bottle, Portable From:

Oxygen and Smoke Mask (310-liter)

5600-2C1A-E20B 10.0" Scott

"1 *Bottle, Portable To:

Oxygen and Smoke

Mask (310-liter) Scott 6080-3 10.0"

Effect on Weight Empty: Effect on Balance: Effect on Performance: None

Japan Air Lines Change No. 94

Page 2 of 2

The following shall not appear in Specification language:

- a. Machmeter Indicators and Airspeed Indicators were changed to comply with the requirements of Special Civil Air Regulation SR-450A. (Refer to Service Bulletin No. 34-12A, dated 7 December 1962.)
- b. The Engine Oil Pressure Indicator for all airplanes has been changed to SR-04A. The updating of these indicators to SR-04B is covered in Service Bulletin No. 31-1A, dated 25 May 1962.
- c. A 3924-1AG-B1-1 Turn and Bank Indicator is installed for the copilot and a 3924-1AG-C1-1 indicator installed for the pilot. These indicators are completely interchangeable and contain only minor internal differences.

Effect on Weight Empty: None Effect on Balance: None Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-327			DATE:		
CUSTOMER: JAL			MCL 15,036 DTD		
CHANGE NO: 92			MODEL: 22-3 (22M)		
	tion Administrativ Group C Airplanes)	e Cha	inge (Revision to Pitot Static		
ORIGIN: Convair	initiated				
REASON FOR CHANGE:			c system to show separation of in outflow valves and cabin		
EFFECT	ON WEIGHT *		EFFECT ON BALANCE *		
GUAR. WT. EMPTY	OPER. WT. EMPTY				
0	0		O INCH LB.		
EFFECT ON GUARANTEED F		one			
* NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPOR	SAL N	ENGINEERING APPROVAL		
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:		
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED:		CONVA	AIR, A DIVISION OF GENERAL DYNAMICS CORP.		
BY:					
DATE			CONVALS LO SANS		

Title: Specification Administrative Change (Revision to Pitot

Static System - Group C Airplanes)

Origin: Convair initiated

Reason for Change: To up-date pitot static system to show separa-

tion of static sources for cabin outflow valves

and cabin controller.

Description of Change:

Page 50, Para. 3.14.3.2.1 STATIC SOURCES:

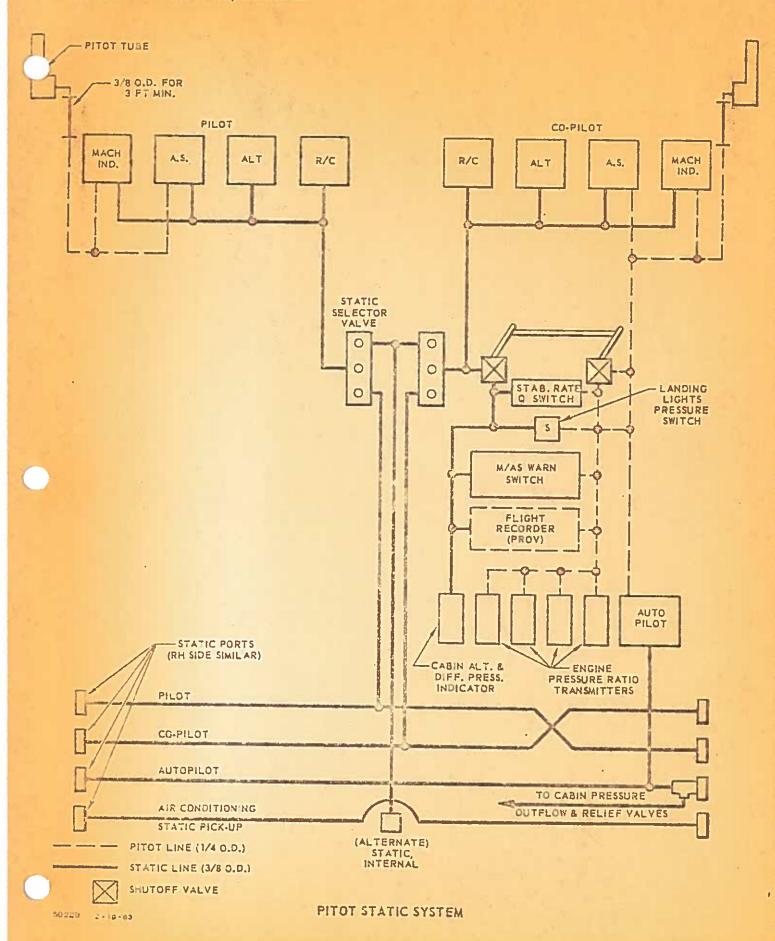
Change the last sentence to read as follows:

"A separate static source shall be provided for the autopilot system and the cabin pressure outflow valve."

Page 50a - PITOT STATIC SYSTEM - ILLUSTRATION:

Replace above illustration in the specification with attached revised illustration to show current changes.

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None





A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322		DATE:		
CUSTOMER: JAL			MCL 15,035 DTD	
CHANGE NO: 91			MODEL: 22-22 (22M)	
TITLE: Specific System -	ation Administrate Groups A and B A	ive Ch	nange (Revision to Pitot Static nes)	
ORIGIN: Convair	initiated			
REASON FOR CHANGE:			cic system to show separation cabin outflow valves and cabin	
EFFECT	ON WEIGHT *		EFFECT ON BALANCE *	
GUAR. WT. EMPTY	OPER, WT. EMPTY			
0	0		O INCH LB.	
EFFECT ON GUARANTEED P				
,	Nor			
* NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHA PRIOR ACCEPTANCE OF THE	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL	ENGINEERING APPROVAL	
LATEST DATE OF ACCEPTANCE:		AIRPL	ANES AFFECTED:	
SPECIAL PROVISIONS:		RECUR NON-RE	T ON PRICE PER AIRPLANE: RING: ECURRING:	
ACCEPTED: CO		CONVA	IR, A DIVISION OF GENERAL DYNAMICS CORP.	
BY:				
DATE:			CONVAIR,5,0, 6-1217A	

Title: Specification Administrative Change (Revision to Pitot

Static System - Groups A and B Airplanes)

Origin: Convair initiated

Reason for Change: To up-date pitot static system to show separation

of static sources for cabin outflow valves and

cabin controller.

Description of Change:

Page 46 Cont. 2, Para. 3.14.3.2.1 STATIC SOURCES:

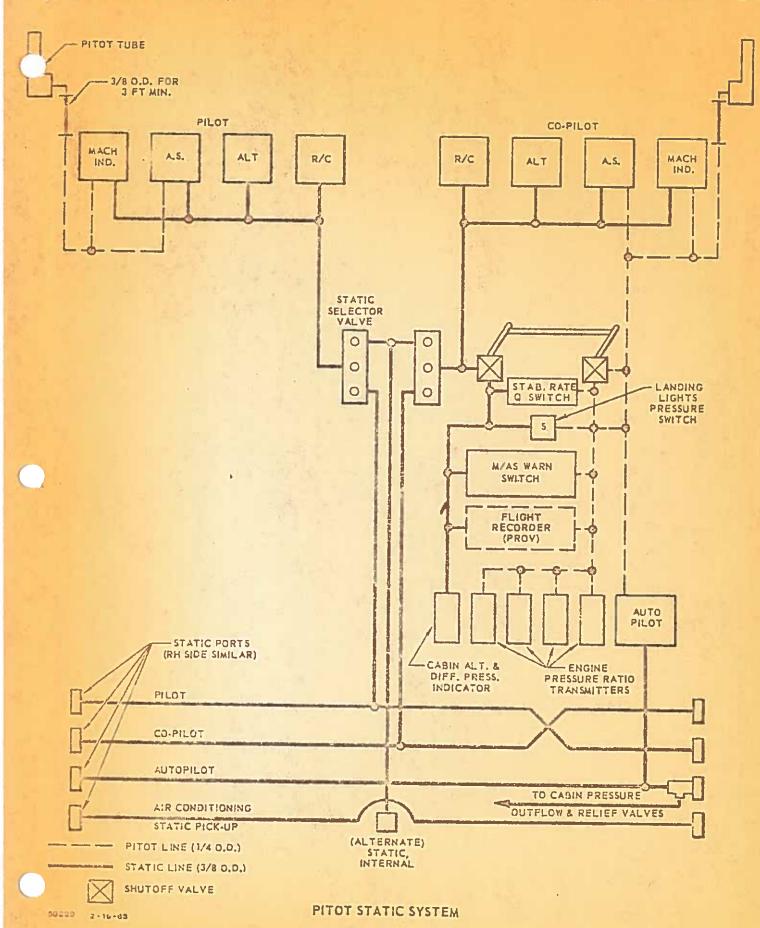
Change the last sentence to read as follows:

"A separate static source shall be provided for the autopilot system and the cabin pressure outflow valve."

Page 46a - PITOT STATIC SYSTEM - ILLUSTRATION:

Replace above illustration in the specification with attached revised illustration to show current changes.

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None



A DIVISION OF GENERAL DYNAMICS COPPORATION SAN DIE GO, CAL FORMA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,125 DTD (Convair "880
CHANGE NO: 90	(Convair "880 MODEL: 22-22 Ships No. 4 and No.
TITLE: Relocation of Doppler R/	
ORIGIN: Customer request	
REASON FOR CHANGE: As above	
EFFECT ON WEIGHT	EFFECT ON BALANCE *
Prop. "B" O OPER. WT. EMPTY Prop. "A" +2.0 10 Prop. "B" O	Prop. "A" +1,840 In-L Prop. "B" O INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: None	
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPO ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOPRIOR ACCEPTANCE OF XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	SAL
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE:	TANK OF THE PARTY

Japan Air Lines Change No. 90

Page 1 of 2

Title: Relocation of Doppler R/T Unit

Origin: Customer request

Reason for Change: As above

Description of Change:

PROPOSAL "A"

Page 81, Paragraph 3.17.4.3 DOPPLER NAVIGATION SYSTEM (Effective Ships 4 and 5):

Change the last sentence in the paragraph as follows:

"Installation of one receiver-transmitter (3/8 ATR Short)in accordance with ARINC Characteristic No. 540 shall be made in the hydraulic compartment."

The following shall not appear in the Specification language:

In accordance with the relocation of the Doppler R/T unit the following changes shall be accomplished:

- a. Provide mounting brackets for R/T unit on forward face of bulkhead station 1002 in the hydraulic compartment approximately in area of centerline of airplane.
- b. Provide a removable fibre glass cover to protect R/T unit from skydrol contamination.
- c. Revise hydraulic compartment shrouding to accommodate installation of R/T unit and waveguid. In addition revise waveguide installation to accommodate new unit location.
- d. Revise necessary wire harnesses and coaxial cables.
- e. Revise wiring diagram, manuals and handbooks as required.

Effect on Weight Empty: +2.0 pounds

Effect on Balance: +1,840 inch-pounds

Effect on Performance: None

Japan Air Lines Change No. 90

Page 2 of 2

PROPOSAL "B"

The following does not affect the specification language but proposes to provide complete engineering drawings only, covering the changes described in Proposal "A". No factory work, handbooks or manual changes shall be included in this proposal.

Effect on Balance: 0

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:				
CUSTOMER: Japan Air	Lines	MCL _	15,128	DTD		
CHANGE NO: 89		MODEL	: 22-22	Ships	No. 4	vair "88 and No.
TITLE: Access Do	or at Base of Vert	ical Stabi	llizer,	Additi	on of	
ORIGIN: Customer	request					
REASON FOR CHANGE:	As above					
EFFECT	ON WEIGHT *		EFF	ECT ON B	ALANCE	
GUAR, WT. EMPTY	OPER, WT. EMPTY					
+3.0 lb	+3.0 lb			+4,410		INCH LB.
EFFECT ON GUARANTEED F	ERFORMANCE:					
	None					
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH. PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	AL	thof			PROVAL
LATEST DATE OF ACCEPTA	NCE:	AIRPLANES A	FFECTED			
RECUR NON-R TOTAL		EFFECT ON P RECURRING: NON-RECURRI TOTAL:	NG:			
ACCEPTED:		CONVAIR, A DI				
BY:						
DATE			,		CONTRA	1 5 0 0 0 1 1 7 4

Title: Access Door at Base of Vertical Stabilizer, Addition of

Origin: Customer requested

Reason for Change: As above

Description of Change:

The following does not affect the specification language but proposes to accomplish the following on JAL Ships No. 4 and No. 5:

- a. Install one 14" x 18" (approximately) access door on R/H side of vertical stabilizer. Door will be located in area between Spars No. 2 and No. 3 and will be just above base of the vertical stabilizer.
- b. Door will have integral stiffeners and will be held in place with screws and nutplates.

Effect on Weight Empty: +3.0 pounds

Effect on Balance: +4,410 inch-pounds

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS COMPONATION SAN DIEGO, CALIFORNIA

		DATE:		
168		MCL 15,127	DTD 23 Ma	arch 1962
CHANGE NO: 88		MODEL: 22-22	(Convair	"880")
der Assemblies,	Subst	itution of		
nes requested		72		
above				
VEIGHT *		EFFEC	T ON BALANC	CE.
ER, WT, EMPTY				
-1.0 lb			-280	INCH LB.
FORMANCE None				
TURE CHANGE PROPO SE IS DEPENDENT UPO	SAL	J. H. Sharp		
As the course of				
REC NON		RECURRING: NON-RECURRING: TOTAL:		
	CONV		MEDAL DYNAM	ICS CORP.
	der Assemblies, des requested above /EIGHT* -1.0 lb FORMANCE: None SE ACCUMULATED ANI TURE CHANGE PROPO FOLLOWING CHANGES	der Assemblies, Substantes requested Above VEIGHT* -1.0 1b FORMANCE.* None SE ACCUMULATED AND TURE CHANGE PROPOSAL SE IS DEPENDENT UPON FOLLOWING CHANGES: E: AIRPL EFFECUR NON-R TOTAL	MODEL: 22-22 MO	MODEL: 22-22 (Convair MODEL: 22-22 (Convair

211

Title: Oxygen Cylinder Assemblies, Substitution of

Origin: Japan Air Lines requested

Reason for Change: As above

Description of Change:

Page A-16, APPENDIX I-C, OXYGEN EQUIPMENT:

Revise the below item under "Description" as follows:

From: "3 *Cylinder, High Pressure
Oxygen (107 cu ft)
(with gages)

Zep Aero ZC268-111 126.0"

To: "3 Ø*Cylinder, High Pressure
Oxygen (107 cu ft)
(with gages) Zep Aero ZC268-111-10 126
3 ØØ*Cylinder, High Pressure

3 pp*Cylinder, High Pressure Oxygen (107 cu ft) (with gages)

(with gages) Zep Aero (P/N to be supplied)

Add the following to the bottom of Page A-16:

" Applies to Ships 1 through 3. ppApplies to Ships 4 and 5."

Effect on Operating Weight Empty: -1.0 pound

Effect on Balance: -280 inch-pounds

Effect on Performance: None

The following shall not appear in specification language:

This change consists of replacing the Zep Aero oxygen cylinder assemblies incorporating Robbins ROV 600 regulating valves, with Zep Aero cylinder assemblies incorporating Scott 10850-27 regulating valves on Airplanes 4 and 5.

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,124 DTD 15 March 1962
CHANGE NO: 87	MODEL: 22-22 (Convair "880")
TITLE: Doppler Antenna Access Pane	el Fasteners, Replacement of
ORIGIN: Japan Air Lines requested	
REASON FOR CHANGE: As above	
EFFECT ON WEIGHT *	EFFECT ON BALANCE .
GUAR. WT. EMPTY Proposal "A" - Neg. Proposal "A" - Neg. Proposal "B" - Neg. Proposal "B" - Neg.	eg. Proposal "A" - Neg. In-Lb eg. Proposal "B" - Neg.
EFFECT ON GUARANTEED PERFORMANCE: None	
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOPRIOR ACCEPTANCE OF THE FOLLOWING CHANGES.	SAL N
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED: BY:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
DATE:	. 0 ° V \$1 14 ° 6-1. 17

Japan Air Lines Change No. 87

Page 1 of 2

Title: Doppler Antenna Access Panel Fasteners, Replacement of

Origin: Japan Air Lines requested

Reason for Change: As above

Description of Change:

PROPOSAL "A"

The specification language is not affected by this change which proposes to replace the present doppler antenna access door fasteners on Airplanes 4 and 5 with Camloc stressed panel fasteners No. 4R41 and No. 4S14. This will be a complete production installation and shall not include the first three JAL airplanes already delivered.

Effect on Weight Empty: Negligible Effect on Balance: Negligible Effect on Performance: None

Japan Air Lines Change No. 87

Page 2 of 2

PROPOSAL "B"

The specification language is not affected by this change which proposes that complete engineering only be supplied to JAL; with no installation, manual changes, parts or service bulletins provided for.

Effect on Weight Empty: Negligible Effect on Balance: Negligible Effect on Performance: None



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322		DAT	E:			
CUSTOMER: Japan Air	Lines	MCL	15,123	DTD		
CHANGE NO: 86		мог	EL: 22-22	Ships #4	& #5	ony 8"
TITLE: Inspecti	on Plates, Instal	lation of				
ORIGIN: Customer	request					
REASON FOR CHANGE:	To provide inspending center sect			wer surfa	ce of	
EFFECT	ON WEIGHT *		EFFE	ECT ON BALA	NCE *	
GUAR, WT. EMPTY	OPER, WT. EMPTY					
Negligible Negligible			Neglig	ible	INCH LI	3.
EFFECT ON GUARANTEED P	ERFORMANCE: * None					
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL 2	for P	ENGINEERING	APPROVAL	
LATEST DATE OF ACCEPTA	NCE:		AFFECTED:			anii a
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE:				
		NON-RECUR	RING:			_
ACCEPTED:		CONVAIR, A	DIVISION OF G	ENERAL DYNA	MICS CORP.	
BY.						
DATE:						
DATE:				0.0	24 V \$18,5,0, 6-1.	217 A

Title: Inspection Plates, Installation of

Origin: Customer request

Reason for Change: To provide inspection holes in lower surface of

wing center section tie box.

Description of Change:

This change does not affect the specification language but proposes to accomplish the following on JAL Ships No. 4 and No. 5:

- a. Install two (2) six-inch diameter inspection holes in lower surface of wing center section tie box between auxiliary spars No. 1 and No. 2, and B.L O and 20.75.
- b. Install metal cover plates and gaskets.

Effect on Weight Empty: Negligible Effect on Balance: Negligible Effect on Performance: Negligible



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

CHANGE NO: 85		DATE:
		MCL 15,122 DTD
		MODEL: 22-24 Ships #4 & #5 (Conv.
TITLE: G. E. Se	rvice Bulletins or	n JAL Engines, Incorporation of
ORIGIN: Customer	request	
REASON FOR CHANGE:	As above	
EFFECT	ON WEIGHT *	EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
+17.0 lb	+17.0 lb	+13,175 INCH LB.
EFFECT ON GUARANTEED	PERFORMANCE: * Nor	ne
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOSE ANGE IS DEPENDENT UPO	SAL 2/15/62
LATEST DATE OF ACCEPTA	NCE:	AIRPLANES AFFECTED:
RE		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:		CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:		
DATE:		CONVAIR CO. A. CO.

G.E. Service Bulletins on JAL Engines, Incorporation of Title:

Origin: Customer request

Reason for Change: As above

Description of Change:

The specification language is not affected by this change which proposes to accomplish the following:

*Incorporation of the following G.E. service bulletins on JAL engines for Ships No. 4 and No. 5, during the manufacturing cycle of the airplanes:

72-39 Welding of Oil Tank CSD Bulkhead 72-41 Addition of Stiffeners and Bearing Plate to Oil Tanks

73-5 Modification of CIT Sensor

75-2 CDT Controlled Anti-Icing System

75-3 Clamping of Anti-Icing Signal Line 78-6 Retrofit of Oil Filter Body, Cap and Chip Detector

*Effective Ships 4 and 5.

Effect on Weight Empty: +17.0 pounds

+13,175 inch-pounds Effect on Balance:

Effect on Performance: None is.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, GALIFORNIA

SPEC NO.: ZD-22-322	DATE:			
CUSTOMER: Japan Air Lines	MCL 15,115 DTD			
CHANGE NO: 83	MODEL: 22-22 (Convair "880")			
TITLE: Change Crew Oxygen Masks Furnished (Ships 4 and or	from Convair Furnished to Customer			
ORIGIN: JAL Letter, SANQA-X-285, dated 29 May 1961				
REASON FOR CHANGE: Customer request				
EFFECT ON WEIGHT *	EFFECT ON BALANCE *			
GUAR. WT. EMPTY OPER. WT. EMPTY				
Negligible Negligible	Negligible INCH LB.			
EFFECT ON GUARANTEED PERFORMANCE: *	one			
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPO PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	N Play 1875/			
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:			
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.			
BY:				
DATE:				

Title: Change Crew Oxygen Masks From Convair Furnished to Customer

Furnished (Ships 4 and on)

Origin: JAL Letter, SANQA-X-285, dated 29 May 1961

Reason for Change: Customer request

Description of Change:

**5

Page A-1, APPENDIX I-A, CUSTOMER FURNISHED - CONVAIR INSTALLED

Add the following to the equipment list:

"**5 Mask, Supplemental Oxygen (with Carbon Mike RS-84)

ARO 23808-100A-M ARO 23808-120K"

Add the following to bottom of page:

"**Effective Ships 4 and on."

Hoses, Oxygen

Page A-16, APPENDIX I-C, CONVAIR FURNISHED - CONVAIR INSTALLED
OXYGEN EQUIPMENT

Change the following items in the equipment list:

From: "5 Mask, Supplemental Oxygen Sierra 358-158"

To: "**5 Mask, Supplemental Oxygen Sierra 358-158"

Add the following to bottom of page:

"**Effective Ships 1 through 3."

Effect on Weight Empty: Negligible Effect on Balance: Negligible

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN LIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:			
CUSTOMER: Japan Air Lines	MCL 15,034 DTD			
CHANGE NO: 82A	MODEL: 22-22 (Convair "880")			
Specification Administrati Radar Indicator Part Number	lve Change (Revision to Weather er)			
ORIGIN: Convair initiated				
	ection, to specify a later improved cator including an erase feature, No. 82.			
EFFECT ON WEIGHT *	EFFECT ON BALANCE *			
GUAR, WT. EMPTY OPER, WT. EMPTY				
0 0	O INCH LB.			
EFFECT ON GUARANTEED PERFORMANCE: * Nor				
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPO PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES.	SAL M. I.			
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:			
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.			
BY:				
DATE	OTTVS. 12. TO TAKE			

Title: Specification Administrative Change (Revision to Weather

Radar Indicator Part Number)

Origin: Convair initiated

Reason for Change: Specification correction, to specify a later improved weather radar indicator including an

erase feature, and revision to CCP No. 82.

Description of Change:

Page 80, Paragraph 3.17.4.1 WEATHER PENETRATION AIRBORNE RADAR:

Add the following to end of paragraph:

"The indicator shall be equipped with a bright cathode ray tube."

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT

Change the following item under "Weather Radar":

From: "1 Indicator RCA M1-23613-3

To; "1 Indicator RCA M1-23613-5"

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322	DATE
CUSTOMER: Japan Air Lines	MCL 15,118 DTD
CHANGE NO: 81	MODEL: 22-22 (Convair "880")
TITLE: EPR Indicator, Revision to	
ORIGIN: Customer verbal request	
REASON FOR CHANGE: As above	
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR, WT. EMPTY OPER, WT. EMPTY	
+4.0 lb +4.0 lb	+816 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * None	
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPO PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	SAL MHaty
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED: BY:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
DATE:	TONVAIR, 5.0, 6-12174

Title: EPR Indicator, Revision to

Origin: Customer verbal request

Reason for Change: As above

Description of Change:

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Change the below equipment under "Engine Instruments - General" as follows:

114 From: Indicator Pressure Ratio Kollsman A31537-10-001" 11 #4 To: Indicator Pressure Ratio Kollsman A31537-10-001

**4 Indicator Pressure Ratio Kollsman C29187-10-004"

Add the following to bottom of page:

" *Effective Ships 1, 2 and 3.

**Effective Ships 4 and on."

Effect on Weight Empty: +4.0 pounds Effect on Balance: +816 inch-pounds Effect on Balance:

Effect on Performance: None

SAU DIE 10, CALIFORNIA

SPEC NO. ZD- 22-322			DATE:				
CUSTOMER: Japan Air Lines			MCL 15,110 DTD				
CHANGE NO: 80			MODEL 22-22 (Convair "880")				
TITLE CFE Singl	e Doppler, Instal	lation	of				
ORIGIN: JAL, TWX	TYOQA/CPG/130800,	dated	13 April 196	51			
REASON FOR CHANGE:	Customer request						
EFFECT ON WEIGHT *			EFFECT ON BALANCE				
GUAR, WT. EMPTY	OPER, WT. EMPTY						
+101.0 1b	+101.0 lb			+66,293	INCH LB.		
EFFECT ON GUARANTEED F	ERFORMANCE: ' None		190 - 1 San Barrier C				
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPO PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:			Attenting 8/2/2				
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:					
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING- NON-RECURRING: TOTAL:					
ACCEPTED:		CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.					
BY.	The state of the s						
DATE:				- 445	77 AT 126.00 6-1212 A		

Page 1 of 4

Title: CFE Single Doppler, Installation of

Origin: JAL TWX TYOQA/CPG/130800, dated 13 April 1961

Reason for Change: Customer request

Description of Change:

Page 44a, PILOT'S AND COPILOT'S INSTRUMENT PANELS - ILLUSTRATION

Revise above illustration to show ship effectivity 1, 2 and 3.

Page 44a-1, PILOT'S AND COPILOT'S INSTRUMENT PANELS - ILLUSTRATION

Add the above illustration which shall show ship effectivity 4 and 5, and the installation of Doppler indicator.

Page 44b, PILOT'S AND COPILOT'S PEDESTAL - ILLUSTRATION

Revise above illustration to show ship effectivity 1, 2 and 3.

Page 44b-1, PILOT'S AND COPILOT'S ILLUSTRATION

Add the above illustration which shall show ship effectivity 4 and 5, and the installation of a Doppler computer control panel.

Page 70, Paragraph 3.17.1 EQUIPMENT:

Change the below items under "Provisions for the following systems shall be made":

From: "Doppler Navigation System (Single)
Doppler Computer Mark I (Single)"

To: "*Doppler Navigation System (Single)
*Doppler Computer Mark I (Single)"

Add the following items under the description list:

"**Doppler Navigation System (Single) (Customer Furnished)
**Doppler Computer Mark I (Single) (Customer Furnished)

Add the following to bottom of page:

"*Effective Ships 1, 2 and 3.

**Effective Ships 4 and 5."

Page 71, Paragraph 3.17.1.1 CONTROL PANELS:

Add the following items under the description list:

"**Doppler Tracker (Customer Furnished)
**Doppler Navigation Computer (Customer Furnished)"

Page 2 of 4

Change the below items under "Provisions for the following control panels shall be made":

From: "Doppler Sensor

Doppler Navigation Computer"

To: "*Doppler Sensor

*Doppler Navigation Computer"

Add the following to bottom of page:

"*Effective Ships 1, 2 and 3

**Effective Ships 4 and 5"

Page 80a, ANTENNA ARRANGEMENT - ILLUSTRATION

Revise above illustration to show ship effectivity 1, 2 and 3.

Page 80a-1, ANTENNA ARRANGEMENT - ILLUSTRATION

Add the above illustration which shall show ship effectivity 4 and 5, and the installation of a Doppler antenna.

Page 81, Paragraph 3.17.4.3 DOPPLER NAVIGATION SYSTEM (PROVISIONS):

Change the above paragraph title to read as follows:

"DOPPLER NAVIGATION SYSTEM (PROVISIONS) (Effective Ships 1, 2 and 3):"

Add the following new paragraphs:

- "3.17.4.3 DOPPLER NAVIGATION SYSTEM (Effective Ships 4 and 5): Installation of one tracker unit (1/2 ATR Long) in accordance with ARINC Characteristics No. 540 shall be made in the radio rack. Installation of one transmitter/receiver (3/8 ATR Short) in accordance with ARINC Characteristics No. 540 shall be made in the fuselage as close as possible to the antenna."
- "3.17.4.3.1 CONTROL (Effective Ships 4 and 5): Installation of one Doppler radar control panel shall be made in the pilot's and copilot's forward pedestal."
- "3.17.4.3.2 INDICATOR (Effective Ships 4 and 5): Installation of a Doppler radar indicator (single system) shall be made in the pilot's and copilot's instrument panels."

Page 3 of 4

- "3.17.4.3.3 ANTENNA (Effective Ships 4 and 5): A Doppler antenna assembly consisting of an antenna wave guide, adapter and wiring shall be installed on the left hand wing outboard of the main landing gear wheel well. This antenna assembly shall also permit operation of a second Doppler system"
- Page 81, Paragraph 3.17.4.4 DOPPLER NAVIGATION COMPUTER (PROVISIONS):

Change the above paragraph title to read as follows:

"DOPPLER NAVIGATION COMPUTER (PROVISIONS) (Effective Ships 1, 2 and 3):"

Add the following new paragraphs:

- "3.17.4.4 DOPPLER NAVIGATION COMPUTER (Effective Ships 4 and 5):
 Installation of one (1/4 ATR Short) computer unit in
 accordance with ARINC Characteristics No. 543 shall be
 made in the radio rack."
- "3.17.4.4.1 CONTROL (Effective Ships 4 and 5): Installation of a Doppler navigator computer controller shall be made in the pilot's and copilot's forward pedestal."

Page A-1, APPENDIX I-A, CUSTOMER FURNISHED - CONVAIR INSTALLED:

Add the following items to the equipment list under a new heading as follows:

		ELECTRONICS		CER	
DOPPLER NAVIGATION			22-03537		
ø1	Receiver/Transmitter		Bendix	-// RTA-12A	
ø1 ø1 ø1 ø1 ø1 ø1	Tracker Unit		Bendix	-/3 DRA-12A	
øl	Navigation Computer		Bendix	-/5 CPA-24A	
ø1	Computer Controller		Bendix	-9 CNA-24B-1	
ø1	Control Unit		Bendix	-7 CNA-12B-1	
ø1	Adapter Assembly		Bendix	-5 ADA-12C-2	
ø1	Antenna (Dual)		Bendix	-3ANA-12C	
ø2	Indicator (Clamp Mount	ed)	Bendix	-/INA-12B-1	

Add the following to the bottom of page:

[&]quot;øEffective Ships 4 and 5."

Page 4 of 4

- Enclosures: (A) One copy Page 44a and 44a-1 PILOT'S AND COPILOT'S INSTRUMENT PANELS
 - (B) One copy Page 44b and 44b-1 PILOT'S AND COPILOT'S PEDESTAL
 - (C) One copy Page 80a and 80a-1 ANTENNA ARRANGEMENT

The following shall not appear in the specification language:

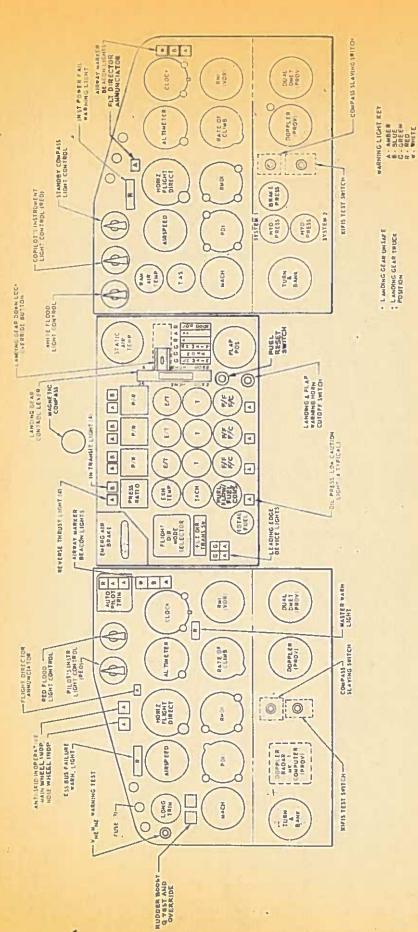
Handbooks and manuals will not be revised to reflect the above changes.

Effect on Weight Empty: +101.0 pounds

Effect on Balance: +66,293 inch-pounds

Effect on Performance: None

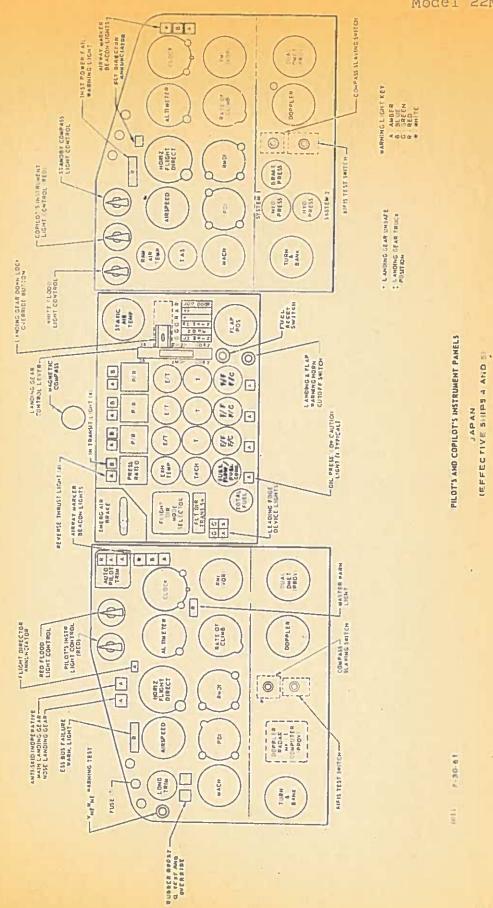
3/18 3/31 6/32A



PILOT'S AND COPILOT'S INSTRUMENT PAMELS

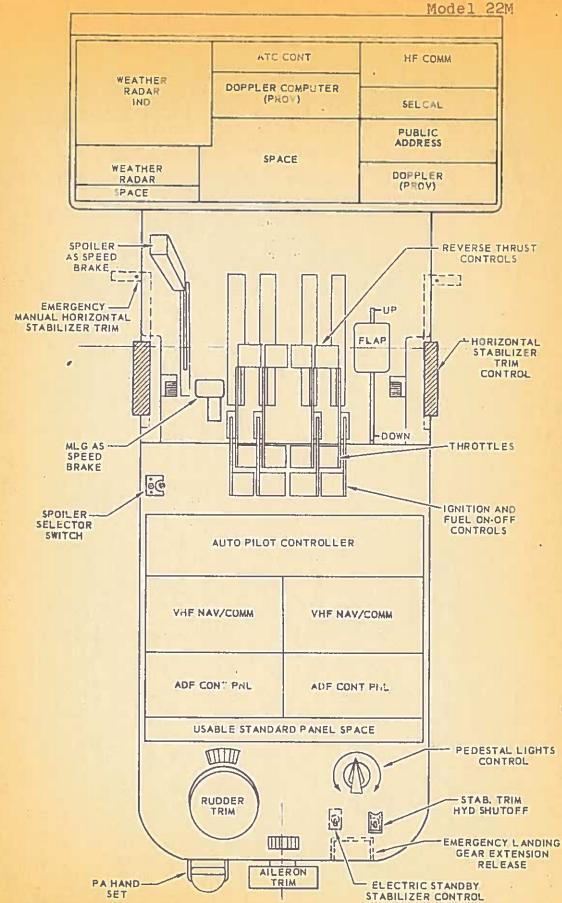
JAPAN JAPAN (EFFECTIVE SHIPS 1, 2 AND 3)

(011 6-28-61



3/18

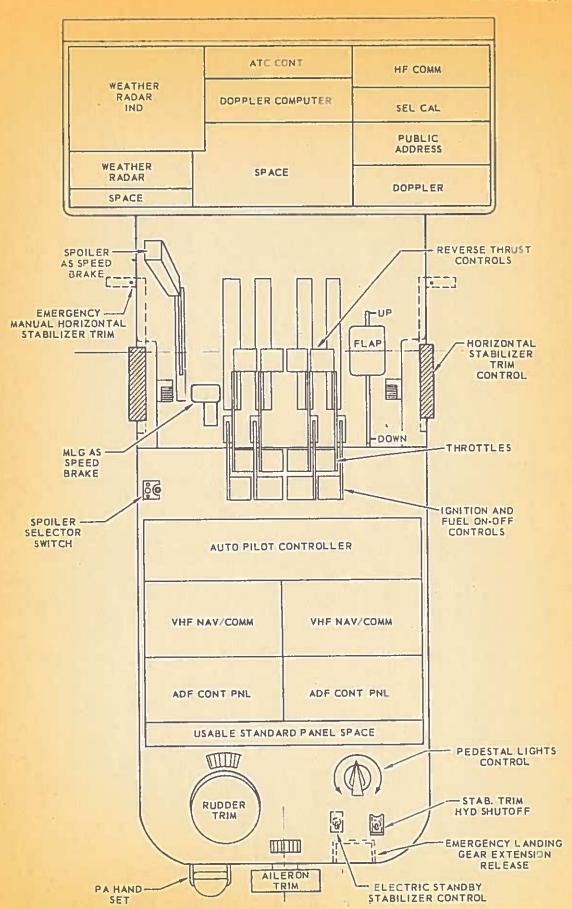
Page 44b
Report No. ZD-22-322
Model 22M



5021F 7-21-60

PILOT'S AND CO-PILOT'S PEDESTAL

JAPAN (EFFECTIVE SHIPS 1, 2 AND 3)



5021F 3-30-61

PILOT'S AND CO-PILOT'S PEDESTAL

JAPAN (EFFECTIVE SHIPS 4 AND 5) ---

CONVAIR

A DIVISION OF GENERAL DYNAMICS EQUIPORATION SAN DIS GO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,119 DTD
CHANGE NO: 79	MODEL: 22-22 (Convair "880")
TITLE: ATC Marker Beacon Pa	inel, Revision to
ORIGIN: Customer request	
REASON FOR CHANGE: As above	
EFFECT ON WEIGHT	EFFECT ON BALANCE *
GUAR, WT. EMPTY OPER. WT. E	MPTY
0	O O INCH LB.
EFFECT ON GUARANTEED PERFORMANCE	None
* NEGLIGIBLE CHANGES WILL BE ACCUMUTOTALS REFLECTED IN A FUTURE CHA ACCEPTANCE OF THIS CHANGE IS DEPE PRIOR ACCEPTANCE OF THE FOLLOWIN	NGE PROPOSAL NDENT UPON OCHU 846, M.
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE	

Title: ATC Marker Beacon Panel, Revision to

Origin: Customer request

Reason for Change: As above

Description of Change:

Page A-11, Appendix I-C, ELECTRONIC EQUIPMENT:

From:	"1	Dual ATC Transponder Beacon Control Panel	Cables	a-565"
To:	"*1 **1	Dual ATC Transponder Beacon Control Panel Dual ATC Transponder Beacon	Gables	a-565
		Control Panel	Gables	G-565A"

Add the following to the bottom of page:

" *Effective Ships 1, 2 and 3.

**Effective Ships 4 and on."

The following not to appear in the specification language:

Provisions shall be made for on-off-dimming of the marker beacon panel light from the pedestal control switch.

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance: 0



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 22-322		DATE:_			
CUSTOMER: Japan A	ir Lines	MCL _	15,117	DTD	
CHANGE NO: 78		MODEL	22-22	(Convair	"880")
TITLE: External P	ower Circuit Chang	е			
ORIGIN: Customer re	equest				
REASON FOR CHANGE:	As above				
EFFECT (ON WEIGHT *		EFFEC	T ON BALANC	E *
GUAR. WT. EMPTY	OPER. WT. EMPTY				
+5.0 lb	+5.0 lb		+1,8	325	INCH LB.
EFFECT ON GUARANTEED F	PERFORMANCE: * None				
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPOR	AL N	4/	M 1/24/CI	
LATEST DATE OF ACCEPTA	NCE:	AIRPLANES AF		3	
SPECIAL PROVISIONS:		EFFECT ON PERECURRING:NON-RECURRING TOTAL:	NG:		
ACCEPTED:		CONVAIR, A DIV	ISION OF GE	NERAL DYNAMIC	CS CORP.
BY:					

TON VALIS, 0. 0-1217 4

DATE:

External Power Circuit Change

Origin: Customer request

Reason for Change: As above

Description of Change:

Page 56, Paragraph 3.16.5.10 WIRE IDENTIFICATION:

Delete the period after the first sentence and add the following:

"except, that wire identification code numbers in the external power receptacles and junction box circuits will not conform to Specification 0-9001."

Page 66, Paragraph 3.16.10.3 EXTERNAL POWER:

Add the following after the first sentence:

"28V DC power, derived from aircraft 115v ac system shall be supplied to ground power unit through external power receptacle to control ground power main contactor."

The following shall not appear in the specification language:

Handbooks and manuals will not be revised to reflect the above change.

Effect on Weight Empty: +5.0 pounds

Effect on Balance: +1,825 inch-pounds

Effect on Performance:

None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,033 DTD
CHANGE NO: 77A .	MODEL: 22-22 (Convair "880")
TITLE: Specification Administration Hook)	ve Change (Revision to Lavatory Coat
ORIGIN: Convair initiated	
REASON FOR CHANGE: To clarify the in to CCP No. 77.	itent of the specification and revision
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR. WT. EMPTY O O O	O INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *	one
**NEGLIGIBLE CHANGES WILL BE ACCUMULATED A TOTALS REFLECTED IN A FUTURE CHANGE PRO ACCEPTANCE OF THIS CHANGE IS DEPENDENT L PRIOR ACCEPTANCE OF THE FOLLOWING CHANGE	UPON PARA TAKE,
	ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE	CONVAIN, 5.0. 0-1217

Title: Specification Administrative Change (Revision to Lavatory

Coat Hook)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification and

revision to CCP No. 77

Description of Change:

Page 86, Paragraph 3.19.2.2.3 MISCELLANKIOUS LAVATORY EQUIPMENT:

Revise below item as follows:

From: "One coat hook (folding-type on lavatory door)"

To: "One coat hook"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,113A DTD
CHANGE NO: 76A	MODEL: 22-22 (Convair "880")
TITLE: Bleed Duct Pressure System Installation of (For Airp)	m Transmitter Mount and Bracket, lanes 4 and 5)
ORIGIN: JAL Letter SANQA-X-273 dat	ted 23 May 1961.
REASON FOR CHANGE: Customer request	ted and revision to CCP No. 76.
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR, WT. EMPTY OPER, WT. EMPTY	
+1.0 lb +1.0 lb	+645 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * Nor	ne
NEGLIGIBLE CHANGES WILL BE ACCUMULATED A TOTALS REFLECTED IN A FUTURE CHANGE PROPACCEPTANCE OF THIS CHANGE IS DEPENDENT UPRIOR ACCEPTANCE OF THE FOLLOWING CHANGE	PON
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE:	TOW V 81 H, 800, 1942 17 4

A DIVISION OF GENERAL DYNAMICS COMPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-327			DATE:					
CUSTOMER: JAPAN AIR LINES		MCL 15,038 DTD 5 June 1963						
CHANGE NO: 94			MODEL: 22-3 Ship #46 (Convair 88					
TITLE: Specificati Various Ins	ion Administrative struments)	Chan	ge (Part Num	ber Revis	sion to			
ORIGIN: Convair in:	ltiated							
REASON FOR CHANGE: To	reflect actual in the airplane.	Instru	ment part nu	mbers ins	stalled			
	N WEIGHT *		EFFE	CT ON BALA	ANCE *			
GUAR. WT. EMPTY	OPER, WT. EMPTY							
. 0	0			0	INCH LB.			
EFFECT ON GUARANTEED P	ERFORMANCE: * None							
* NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHA PRIOR ACCEPTANCE OF TH	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	-65	ENGINEERIN	G APPROVAL			
LATEST DATE OF ACCEPTAN	NCE:	AIRPLA	ANES AFFECTED:					
SPECIAL PROVISIONS: EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:								
ACCEPTED:		CONVAI	R, A DIVISION OF GE	ENERAL DYNA	WICS CORP.			
DATE:				â	ONVAIN, 5 D. 6-12174			

Japan Air Lines Change No. 94

Page 1 of 2

Title: Specification Administrative Change (Part Number Revision to

Various Instruments)

Origin: Convair initiated

Reason for Change: To reflect actual instrument part numbers installed

in the airplane.

Description of Change:

Page A-4, APPENDIX I-C - INSTRUMENTS AND RELATED EQUIPMENT

Under - Flight Instruments

Change: "2 Indicator, Turn and Bank Pioneer-Central 3924-1AG-B1-1

To: \psi/2 Indicator, Turn and Bank Pioneer-

Central 3924-1AG-C1-1

2 Indicator, Turn and Bank

Pioneer

3924-1AG-B1-1"

Add the following note to bottom of page:

"NOTE: ø = Installed in 22-3 Ship #4 only."

Page A-5. APPENDIX I-C - INSTRUMENTS AND RELATED EQUIPMENT

Under - Kollsman Integrated Flight Instrument System

Change: "2 Indicator, Machmeter Kollsman A29247-10-006

To: \(\psi^2 \) Indicator, Machmeter Kollsman A29247-10-014 \(\text{Xollsman} \) A29247-10-006"

Add the following note to bottom of page:

"NOTE: ø = Installed in 22-3 Ship #4 only."

Page A-7, APPENDIX I- C - INSTRUMENTS AND RELATED EQUIPMENT

Under - Engine Instruments - Oil System

Change: "4 Indicator, Oil Pressure U. S. Gauge SR-04B

To: 4 Indicator, Oil Pressure U. S. Gauge SR-04A"

Title: Bleed Duct Pressure System Transmitter Mount and Bracket,

Installation of (For Airplanes 4 and 5)

Origin: JAL Letter SANQA-X-273, dated 23 May 1961

Reason for Change: Customer request and revision to CCP No. 76.

Description of Change:

The specification language is not affected by this change which proposes to install provisions for a bleed duct pressure system transmitter consisting of the following items:

a. A support housing and bracket.

b. A Robinson shock-mount.

Effect on Weight Empty: +1.0 pound

Effect on Balance: +645 inch-pound

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,113 DTD 24 May 1961
CHANGE NO: 76	MODEL:22-22 (Convair "880")
TITLE: Bleed Duct Pressure Indica: 4 and 5)	or, Installation of (For Airplanes
ORIGIN: JAL Letter SANQA-X-273, da	ed 23 May 1961
REASON FOR CHANGE: Customer request	
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR. WT. EMPTY OPER. WT. EMPTY	
+6.0 lb +6.0 lb	+3,289 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *	
None	
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSED ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOPRIOR ACCEPTANCE OF THE FOLLOWING CHANGES	SAL / 1/21/61 Jalla
	ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE:	FONVAIR, 5.0, 6-1217A

Title: Bleed Duct Pressure Indicator, Installation of (For Airplanes

4 and 5)

JAL Letter SANQA-X-273, dated 23 May 1961 Origin:

Reason for Change: Customer request

Description of Change:

Page 45, Paragraph 3.14.1.4 FLIGHT ENGINEER'S INSTRUMENTS:

Add the following item to the instrument list:

"##One Bleed Duct Pressure Indicator"

Add the following to the bottom of Page 45:

"**Effective Ships 4 and 5"

Page A-7, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add the following item under "PRESSURIZATION, HEATING AND AIR CONDITIONING":

##1 Indicator, Bleed Duct Pressure U. S. Gauge SR-05A"

Add the following to the bottom of Page A-7:

"*Effective Ships 4 and 5"

Effect on Weight Empty: +6.0 pounds Effect on Balance: +3.289 inch-

+3,289 inch-pounds

Effect on Performance: None

A ULHMON OF GENERAL DYNAMICS CORPORATION SAN DIE GO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE	DATE:				
CUSTOMER: Japan Air Lines		MCL .	MCL 15,116 DTD 21 June 1961				
CHANGE NO. 75		MODE	L: 22-22	(Convair	"880")		
TITLE Dimming Fea lation of	ture in Forward L.	H. Lavato	ry Light Ci	rcuit, Ins	tal-		
ORIGIN: Japan Air L	ines Letter SANQA-	X-334 dat	ed 19 June	1961			
REASON FOR CHANGE: C	ustomer requested						
	ON WEIGHT *		EFFECT	ON BALANCE *			
Negligible Negligible			NegligibleNCH LB.				
EFFECT ON GUARANTEED F	PERFORMANCE: * None						
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH. PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS	AL	Really	1/3/4/ NEERING APPI	AL ROVAL		
LATEST DATE OF ACCEPTA	NCE:	AIRPLANES A	AFFECTED:				
SPECIAL PROVISIONS		RECURRING: NON-RECURR	PRICE PER AIRP	Net Net			
ACCEPTED:		CONVAIR, A D	DIVISION OF GENER	RAL DYNAMICS C	ORP.		
DATE							

Page 1 of 2

Title: Dimming Feature in Forward L.H. Lavatory Light Circuit,

Installation of

Origin: Japan Air Lines Letter SANQA-X-334 dated 19 June 1961.

Reason for Change: Customer request

Description of Change:

Page 63 (Cont), Paragraph 3.16.8.3.6 SIGNS:

Revise the paragraph into two paragraphs, as follows, to indicate airplane effectivity:

- "3.16.8.3.6 (Effective on Airplanes 1 through 3): SIGNS Illuminated and legible "NO SMOKING" and "FASTEN SEAT BELT" signs shall be provided in the passenger compartment and a "RETURN TO CABIN" sign shall be provided in each lavatory. A switch for the "NO SMOKING" and "FASTEN SEAT BELT" shall be located in the pilot compartment. The switch shall be a three-position "OFF" center type. The forward position shall be labeled "NO SMOKING AND FASTEN SEAT BELT". The aft position shall be labeled "FASTEN SEAT BELT". Electrically lighted signs shall be plainly legible to passengers under all conditions of ambient light encountered.
 Illuminated lavatory "OCCUPIED-VACANT" signs shall be installed for each lavatory so as to be plainly visible to passengers. The signs shall be energized when the lavatory door lock is actuated. The locked position shall indicate "OCCUPIED" and the unlocked position shall indicate "VACANT". Reference 3.2.5 for bilingual, trilingual description.
- 3.16.8.3.6 SIGNS (Effective on Airplanes 4 and 5): Illuminated and legible "NO SMOKING" and "FASTEN SEAT BELT" signs shall be provided in the passenger compartment and a "RETURN TO CABIN" sign shall be provided in each lavatory. A switch for the "NO SMOKING" and "FASTEN SEAT BELT" shall be located in the pilot compartment. The switch shall be a three-position "OFF" center type. The forward position shall be labeled "NO SMOKING AND FASTEN SEAT BELT". The aft position shall be labeled "FASTEN SEAT BELT". Electrically lighted signs shall be plainly legible to passengers under all conditions of ambient light encountered. Illuminated lavatory "OCCUPIED-VACANT" signs shall be

GENERAL DYNAMICS/CONVAIR

Japan Air Lines Change No. 75

Page 2 of 2

installed for each lavatory so as to be plainly visible to passengers. The signs shall be energized when the lavatory door lock is actuated. The "OCCUPIED-VACANT" light circuit in the forward left hand lavatory shall be provided with a dimming feature controlled by a protected "BRIGHT-DIM" switch located in the forward left hand hat rack. The locked position shall indicate "OCCUPIED" and the unlocked position shall indicate "VACANT". Reference 3.2.5 for bilingual, trilingual description.

Effect on Weight Empty: Negligible Effect on Balance: Negligible Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIE GO, CALIFORNIA

SPEC NO. ZD- 22-322		DA	TE:	1.175	
CUSTOMER: Japan Air	Lines	МС	L 15,112	DTD_23_M	ay 1961
CHANGE NO: 74		МС	DEL: 22-22	2 (Conva	ir "880")
TITLE Loadable Car	go Size Charts, E	Furnish	ing of		
ORIGIN: JAL AVO, date	ed 26 April 1961				
REASON FOR CHANGE: C	ustomer request				
EFFECT ON 1	WEIGHT *		EFFE	CT ON BALAN	GE *
GUAR. WT. EMPTY OF	PER. WT. EMPTY				
0	0		a. Was an	0	INCH LB.
EFFECT ON GUARANTEED PER	FORMANCE: *	e			
NEGLIGIBLE CHANGES WILL I TOTALS REFLECTED IN A FU ACCEPTANCE OF THIS CHANGE PRIOR ACCEPTANCE OF THE	ITURE CHANGE PROPOSA GE IS DEPENDENT UPON		Read	My With	lu Blu
				ENGINEERING	APPROVAL
LATEST DATE OF ACCEPTANCE	:E:	AIRPLAN	ES AFFECTED:		
SPECIAL PROVISIONS:		RECURRII NON-REC	ON PRICE PER NG: URRING:		
ACCEPTED:		CONVAIR	, A DIVISION OF G	ENERAL DYNAM	NCS CORP.
BY					
DATE					12.5

GENERAL DYNAMICS/CONVAIR

Title: Loadable Cargo Size Charts, Furnishing of

Origin: JAL AVO, dated 26 April 1961

Reason for Change: Customer request

Description of Change:

The specification language is not affected by this change which proposes to furnish data charts listing permissible cargo sizes that may be loaded into both the forward and aft cargo compartments.

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO .: ZD- 22-322	6	DATE:				
CUSTOMER: JAPAN A	IR LINES	MCL 15,032 DTD				
CHANGE NO: 73		MODEL: 22-22 (Convair "880")				
TITLE: Specifica 3.2.2.1)	tion Administrative	e Change (Revision to Paragraph				
ORIGIN: Convair	nitiated					
REASON FOR CHANGE:	Specification clar	ification.				
EFFEC	T ON WEIGHT *	EFFECT ON BALANCE *				
GUAR, WT. EMPTY	OPER. WT. EMPTY					
0	0	O INCH LB.				
EFFECT ON GUARANTEE	D PERFORMANCE: *					
	None					
TOTALS REFLECTED IN	WILL BE ACCUMULATED AN A FUTURE CHANGE PROPO CHANGE IS DEPENDENT UP F THE FOLLOWING CHANGE	ON Attubus 6/1				
LATEST DATE OF ACCER	PTANCE:	AIRPLANES AFFECTED:				
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED: BY:	\$	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.				
DATE:		7. O'V V 411 (, 5, 5, 0-12				

Japan Air Lines Change No. 73

CONVAIR: SD

Title: Specification Administrative Change (Revision to Paragraph

3.2.2.1)

Origin: Convair initiated

Reason for Change: Specification clarification.

Description of Change:

Page 9, Paragraph 3.2.2.1 COLOR CODING:

Revise the paragraph as follows:

Prom: "COLOR CODING: All sections of plumbing shall be color coded and banded in accordance with Military Standards and, in addition, marking shall indicate the direction of flow and the purpose of the line. The part number of each tubing assembly shall be identified. Color bands and part number identifications shall be plastic tape in accordance with Standard AND 10375."

To:

"COLOR CODING: All sections of plumbing, except engine and within fuel tanks, shall be color coded and banded. All plumbing shall indicate the direction of flow and the purpose of the line. The part number of each tubing assembly shall be identified. Color bands shall be plastic tape in accordance with Standard AND 10375."

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	The second secon		DATE:			
CUSTOMER: Japan A1			MCL 15.108 DTD 13 M	arch 1961		
CHANGE NO: 72		MODEL: 22-22 (Convair "880")				
TITLE: Cabin Rate	of Climb Indicator,	, Chan	ge to			
ORIGIN Japan Air I 10 March 19	ines Letter SANQA-1	K-131,	dated			
REASON FOR CHANGE:	Customer request					
EFFECT	ON WEIGHT *		EFFECT ON BALANC	CE.		
GUAR, WT. EMPTY	OPER. WT. EMPTY					
Negligible	Negligible		Negligible	INCH LB.		
EFFECT ON GUARANTEED	PERFORMANCE: * None					
TOTALS REFLECTED IN ACCEPTANCE OF THIS C	ILL BE ACCUMULATED AND A FUTURE CHANGE PROPORTHANGE IS DEPENDENT UPOTHE FOLLOWING CHANGES	SAL	Ready 4/18/61	Malel		
			ENGINEERING	APPROVAL		
LATEST DATE OF ACCEP	TANCE:	AIRPL	ANES AFFECTED:			
SPECIAL PROVISIONS:			CT ON PRICE PER AIRPLANE:			
		NON-R	RRING:ECURRING:			
ACCEPTED:		CONVA	AIR, A DIVISION OF GENERAL DYNAM	ICS CORP.		
BY:						
DATE:			30	SEVANIE, S. D. 642374		

Japan Air Lines Change No. 72

CONVAIR: SD

Title: Cabin Rate of Climb Indicator, Change to

Origin: Japan Air Lines Letter SANQA-X-131, dated 10 March 1961.

Reason for Change: Customer request

Description of Change:

Page A-7, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "PRESSURIZATION, HEATING AND AIR CONDITIONING" as follows:

From: "1 Indicator, Cabin Rate Kollsman DO-7165-10-055 of Climb

To: "1 Indicator, Cabin Rate Bendix-Pioneer 1653-6AB-A6-1" of Climb

Effect on Weight Empty: Negligible Effect on Balance: Negligible

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO. ZD-22-322			DATE:			
CUSTOMER: Japan Air Lines CHANGE NO: 71			MCL 15,	107	Revis	ed rch 1961
			MODEL: 22-22 (Convair "880			
TITLE: Crew Oxyge	n Mask, Change to					
ORIGIN: Japan Air SANQA-X-17	Lines Letters: S. O dated 3-29-61.	ANQA-X	-116 da	ted 3-1	1-61, and	
REASON FOR CHANGE:	Customer request					
	ON WEIGHT *			EFFECT	ON BALANCE	*
GUAR, WT. EMPTY	OPER, WT. EMPTY					
+1.0 1b	+1.0 lb			+	253	INCH LB.
EFFECT ON GUARANTEED P	ERFORMANCE: *	None				
* NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPOR	SAL N	934	LUUL	W 4/1/61	PROVAL
LATEST DATE OF ACCEPTA	NCE;	AIRPLA	NES AFFE	CTED:		
SPECIAL PROVISIONS:		RECURI NON-RE	CURRING: _		PLANE:	
ACCEPTED-		CONVAI	R, A DIVISIO	N OF GENE	RAL DYNAMICS	CORP.
BY:						
DATE						

Japan Air Lines Change No. 71

CONVAIR: SD

Title: Crew Oxygen Mask, Change to

Japan Air Lines Letters: SANQA-X-116 dated 3-1-61, and SANQA-X-170 dated 3-29-61. Origin:

Reason for Change: Customer request

Description of Change:

Page A-16, APPENDIX I-C, OXYGEN EQUIPMENT:

Revise the below item under "Description" as follows:

From:	"5	Mask, Supplemental Oxygen	Sierra	358-158"
To:	"5	Mask, Supplemental Oxygen, Includes:	ARO	23808-100-DM
		(1) 5 Oxygen Hose (2) 5 Magnetic Mikes	ARO Carter	23808-120K CE-200D"

Effect on Weight Empty: +1.0 pound

Effect on Balance: +253 inch-pounds

Effect on Performance: None

The following shall not appear in the specification language:

Should the ARO 23808-120K oxygen hose not be suited for mating with the airplane connection, ARO will provide an oxygen hose which shall be compatible therewith.

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,031 DTD
CHANGE NO: 70	MODEL: 22-22 (Convair "880")
TITLE: Specification Admin Transmitter P/N)	istrative Change (Revision to Fuel Flow
ORIGIN: Convair initiated	
REASON FOR CHANGE: See stateme	ent at the end of this CCP.
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR, WT. EMPTY OPER, WT. EM	APTY
0	O INCH LB.
* NEGLIGIBLE CHANGES WILL BE ACCUMU TOTALS REFLECTED IN A FUTURE CHAN	None LATED AND NGE PROPOSAL ALL ALL ALL ALL ALL ALL ALL
ACCEPTANCE OF THIS CHANGE IS DEPER	
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE:	50NVAIR, 5.0, 04817 A

CONVAIR: SD

Japan Air Lines Change No. 70

Title: Specification Administrative Change (Revision to Fuel Flow

Transmitter P/N)

Origin: Convair initiated

Reason for Change: See statement at the end of this CCP.

Description of Change:

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "ENGINE INSTRUMENTS - FUEL SYSTEM" as follows:

From: "4 Transmitter, Fuel Flow Gen. Elec. 8TJ59GAR-3"

To: "4 Transmitter, Fuel Flow Gen. Elec. 8TJ59GBB-3"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

The following shall not appear in the specification language:

The language effect of CCP No. 32A (Installation of G.E.Fuel Flow Totalizer) as concerns the subject item is included in this paragraph.

The part number (8TJ59GAR-3) submitted for fuel flow transmitter in CCP No. 32A was for the basic transmitter, which when modified to make compatible with Japan Fuel Totalizer system is now redentified as G.E. 8TJ59GBB-3. This part number change is required to properly identify the units.



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIFFIG, CALIFORNIA

SPEC NO.: ZD- 22-322			DATE:	The second secon		
CUSTOMER: Japan Air Lines			MCL 15,030 DTD			
CHANGE NO: 69		MODEL: 22-22 (Convair "880")				
	on Administrative	Chang	ge (Landing Gear Pin	Indicator		
ORIGIN: Convair ini	tlated					
	To specify that sustalled.	ıbject	indicator lights a	re in-		
EFFECT	N WEIGHT 4		EFFECT ON BA	LANCE *		
GUAR. WT. EMPTY	OPER. WT. EMPTY					
0	0		0	INCH LB.		
EFFECT ON GUARANTEED P	ERFORMANCE: *	ıe		Tri-		
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		SAL N	Alterdy	14/4/ While		
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:			
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE; RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED:		CONV	AIR, A DIVISION OF GENERAL D	YNAMICS CORP.		
BY:						
DATE:				TON VALUE, 5. U. 6-1217		

Title: Specification Administrative Change (Landing Gear Pin

Indicator Lights)

Origin: Convair initiated

Reason for Change: To specify that subject indicator lights are

installed.

Description of Change:

Page 22, Paragraph 3.8.1.5 LANDING GEAR SAFETY LOCK PINS:

Add the following to the end of the paragraph:

"Indicator warning lights shall be provided in the flight engineer's panel and shall be illuminated when the "safety lock" pins are inserted in the gear."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIL GO, CALIFORNIA

SPEC NO. ZD- 22-322	DATE:			
CUSTOMER: Japan Air Lines	MCL 15,029 DTD			
CHANGE NO: 68	MODEL: 22-22 (Convair "880")			
TITLE: Specification Administrative Instrument Part Numbers)	ve Change (Revision to			
ORIGIN: Convair initiated				
REASON FOR CHANGE: See statement at the	ne end of this proposal			
EFFECT ON WEIGHT *	EFFECT ON BALANCE *			
GUAR, WT. EMPTY OPER, WT. EMPTY				
0 0	O INCH LB.			
EFFECT ON GUARANTEED PERFORMANCE: *				
None				
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AN TOTALS REFLECTED IN A FUTURE CHANGE PROPOSED ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOPRIOR ACCEPTANCE OF THE FOLLOWING CHANGES	ON Alleast 4146, My			
	ENGRIEERING APPROVAL			
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:			
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE			
	RECURRING: NON-RECURRING:			
	TOTAL:			
ACCEPTED	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.			
D.V.				
BY:				
UALE:	Person and the contract of the			

Specification Administrative Change (Revision to Title:

Instrument Part Numbers)

Origin: Convair initiated

Reason for Change: See statement at the end of this proposal.

Description of Change:

Page A-4R, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "SPERRY FLIGHT NAVIGATION SYSTEM" as follows:

1780607 "l Flight Director Sperry From: Computer (Z-5) 1780607-1" "1 Flight Director Sperry To: Computer (Z-5)

Page A-7, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "HYDRAULIC AND PNEUMATIC" as follows:

"1 Indicator, Emergency U.S. Gauge AW1826-AD02" From: Air Brake Pressure

"1 Indicator, Emergency U.S. Gauge (P/N to be supplied To: Air Brake Pressure

Effect on Weight Empty: Effect on Balance: Effect on Performance: None

The following shall not appear in the specification language:

The change to part number of the flight director computer was established by the vendor as the current part number.

A change to part number of emergency air brake pressure indicato: is required due to change in pressure reading from 3,000 psi to 4,000 psi. This part number will be supplied when made available the vendor.

A DIVISION OF GENERAL DYNAMICS COMPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:			
CUSTOMER: Japan Air Lines	MCL 15,104 DTD			
CHANGE NO. 67A	MODEL: 22-22 (Convair "880")			
TITLE: Kollsman Integrated Fli	ght Instrument System, Change to			
ORIGIN: JAL Letter, SANQA-X-90,	dated 20 February 1961			
REASON FOR CHANGE: Customer reques	t and revision to CCP No. 672.			
EFFECT ON WEIGHT *	EFFECT ON BALANCE *			
GUAR, WT. EMPTY OPER, WT. EMPTY				
0 0	O INCH LB.			
EFFECT ON GUARANTEED PERFORMANCE: *				
No.	one			
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED TOTALS REFLECTED IN A FUTURE CHANGE PROACCEPTANCE OF THIS CHANGE IS DEPENDENT PRIOR ACCEPTANCE OF THE FOLLOWING CHAN	UPON SAL WASHINGTON			
	ENGINEERING APPROVAL			
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:			
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED: CONVAIR, A DIVISION OF GENERAL DYNAMIC				
ВҮ.				
DATE	TON V AVY, B. D. G-1217 A			

Title: Kollsman Integrated Flight Instrument System, Change to

Origin: JAL Letter, SANQA-X-90, dated 20 February 1961

Reason for Change: Customer request and revision to CCP No. 67.

Description of Change:

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below items under "KOLLSMAN INTEGRATED FLIGHT INSTRU-MENT SYSTEM" as follows:

From:		Altimeter and Scale Error Corrector Set Control Chassis, in-	Kollsman	A32667-10-001
		cluding Computer	Kollsman	A30720-00-001"
To:	"#2			
	AL 11	Error Corrector Set	Kollsman	A32667-10-001
	w.T	Control Chassis, in- cluding Computer	Kollsman	B30720-00-004
	**2	Altimeter and Scale Error Corrector Set	WOTIBURI	B30 { 20-00-00-4
		(drum-pointer-type)	Kollsman	A32647-10-001
	**1	Control Chassis Assembly,	Kollsman	B33280-00-004
		Includes:		
		1 Control Chassis 2 Computer Unit (for	Kollsman	B32140-00-001
		pilot and copilot) 8 Amplifier	Kollsman Kollsman	A30710-00-008 B27710-00-003"

Add the following note to the bottom of page:

"*Effective Ships 1, 2 and 3.

**Effective Ships 4 and 5."

The following shall not appear in the specification language:

Handbooks and manuals will not be revised to reflect the ship split effectivity for the above change.

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None



A DIVISION OF GENERAL DYNAMICS CORPORATION
-- SAN DIEGO, CALIFORNIA

SPEC NU.: 20-22-322			DATE:			
CUSTOMER: Japan Air	Lines		MCL 15,105	DTD 1 Man	ch 1961	
CHANGE NO: 66			MODEL: 22-22	(Convair	"880")	
TITLE: ATC Transponder and DMET Power System Control, Change to						
ORIGIN: JAL Letter, SANQA-X-101, dated 27 February 1961						
REASON FOR CHANGE	Customer request					
EFFECT	ON WEIGHT *		EFFECT ON BALANCE *			
GUAR, WT EMPTY	OPER. WT. EMPTY					
0	0 .		0		INCH LB.	
EFFECT ON GUARANTEED P	EFFECT ON GUARANTEED PERFORMANCE: * None					
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:			V	OF ULUL NGINEERING A	PPROVAL.	
LATEST DATE OF ACCEPTANCE:			ANES AFFECTED:			
SPECIAL PROVISIONS:			EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED:			IR, A DIVISION OF GEN	ERAL DYNAMIC	S CORP.	
BY:						
DATE:	-			2049	4111, > 3, 6-12114	

CONVAIR: SD Japan Air Lines
Change No. 66

Title: ATC Transponder and DMET System Power Control, Change to

Origin: JAL Letter, SANQA-X-101, dated 27 February 1961

Reason for Change: Customer request

Description of Change:

Page 75, Paragraph 3.17.1.7.1 POWER CONTROLS:

Revise the second and third sentences as follows:

From: "The "NORMAL" switch shall control the weather radar, the marker beacon, selective call systems No. 1 and No. 2, glide slope No. 2, navigation instrument transformer No. 2, VHF navigation No. 2, radio compass No. 2, VHF communication receiver No. 2, VHF communication transmitter No. 2, HF communication No. 2, DMET No. 1 and No. 2 if installed, and ATC transponder No. 1 and No. 2, if installed. The "ESSENTIAL" switch shall control the Edo Loran system, VHF communication receiver No. 1, VHF communication transmitter No. 1, VHF navigation No. 1, glide slope No. 1, radio compass No. 1, navigation instrument transformer No. 1, HF communication No. 1, and the Doppler system tracker and computer, if installed."

To:

"The "NORMAL" switch shall control the weather radar, the marker beacon, selective call systems No. 1 and No. 2, glide slope No. 2, navigation instrument transformer No. 2, VHF navigation No. 2, radio compass No. 2, VHF communication receiver No. 2, VHF communication transmitter No. 2, HF communication No. 2, DMET No. 2 if installed, and ATC transponder No. 2, if installed. The "ESSENTIAL" switch shall control the Edo Loran system, VHF communication receiver No. 1, VHF communication transmitter No. 1, VHF navigation No. 1, glide slope No. 1, radio compass No. 1, navigation instrument transformer No. 1, HF communication No. 1, DMET No. 1 if installed, ATC transponder No. 1 if installed, and the Doppler sensor and the Doppler navigation computer, if installed."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

The following shall not appear in the specification language:

The language effects of CCP No. 54 (Revision to Par. 3.17.1.7.1) and CCP No. 61 (Various Changes to Electronic Items Language) are included in this proposal. CCP No. 54 has been approved by Customer; however, this proposal is based on prior Customer approval of CCP No. 61.

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DILIGO, CALIFORNIA

SPEC NO. ZD-22-322			DATE:			
CUSTOMER: Japan Air Lines			MCL 15,016 DTD 1 March 1961			
CHANGE NO: 65			MODEL: 22-22	(Convair "8	80")	
TITLE: Loran Rece	iver Connection, F	Reloca	tion of			
ORIGIN: JAL Letter	, SANQA-X-102, dat	ed 27	February 196	1		
REASON FOR CHANGE:	Customer request					
EFFECT (ON WEIGHT *		EFFE(CT ON BALANCE	•	
GUAR. WT. EMPTY	OPER, WT. EMPTY				-	
0	0			0	INCH LB.	
EFFECT ON GUARANTEED F	PERFORMANCE: * None					
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOR PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		SAL	poli	water 4/4/.	apple	
			E	NGINEERING AP	PROVAL	
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:			
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED:		CONVA	IR, A DIVISION OF GE	NERAL DYNAMICS	CORP.	
BY:						
DATE				TONVA	18, s. J. 151217A	

CONVAIR: SD

Title: Loran Receiver Connection, Relocation of

Origin: JAL Letter SANQA-X-102, dated 27 February 1961.

Reason for Change: Customer request

Description of Change:

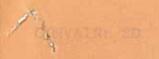
The specification language is not effected by this change which proposes to relocate the Loran Receiver antenna lead from No. 1 HF Coupler Accessory Unit to No. 2 HF Coupler Accessory Unit.

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322	SPEC NO.: ZD-22-322			DATE:			
CUSTOMER: Apan Ai	r Lines		MCL 15,028 DTD				
CHANGE NO: 64			MODEL: 22-22	(Convair	"880")		
TITLE: Specificat and Revisi	ion Administrative on to Oxygen Regul	Chan	age (Typograph P/N)	ical Corre	ctions		
ORIGIN: Convair in	itiated						
	To correct typograpart number for ox Vendor.	iphica cygen	l errors and regulator as	to provide established	current 1 by		
	ON WEIGHT *		EFFEC	T ON BALANCE	E *		
GUAR. WT. EMPTY	OPER. WT. EMPTY						
0	0			0	INCH LB.		
EFFECT ON GUARANTEED F		Olivery and					
	None						
* NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPO ANGE IS DEPENDENT UPO	SAL	Julea	day nuch	1 3/2/p		
2			U EI	NGINEERING AF	PROVAL		
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:				
SPECIAL PROVISIONS:		RECUR NON-RE	T ON PRICE PER AL RING: ECURRING:				
ACCEPTED	100000000000000000000000000000000000000	CONVA	IR, A DIVISION OF GEN	ERAL DYNAMIC	S CORP.		
BY:							
DATE:							

	6/16	
***	ин 15,102	bip 16 Februar
	MODEL 22-22	(Convair "880")
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quest on	16 Februar	1961
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b the distribute of		
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		roneilan, an some
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CONVA	IR, a DIVISION OF U.S	NEIGH DESCRIPTION
	ANTO DPOSAL. JPON SES AIRPL SECUP NON-PE FOTAL	AND POSAL. AIRPLANES AFFECTED: EFFECT ON PRICE RER A RECURRING NON-RECURRING



VHF Receivers, Change to

Japan Air Lines veroal request on 16 February 1961

Reason for Change: As above

Description of Change:

Page A-9, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "VHF NAVIGATION SYSTEM" as follows:

Prom: "2 Receiver (AC Power) Collins 51X-2"

To: "2 Receiver (522-0833-064, AC Power) Collins 51X-2"

Revise the below item under "VHF COMMUNICATION" as follows:

From: "2 Receiver (AC Power) Collins 51X-2"

To: "2 Receiver (522-0833-064, AC Power) Collins 51X-2"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

X

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: 20-22-322			DATE:
CUSTOMER: Japan Air Lines			MCL 15,024 DTD
CHANGE NO: 58			MODEL: 22-22 (Convair "880")
TITLE: Specific Seat Back	cation Administrat ck Movement)	ive (Change (Revision to Passenger
ORIGIN: Convair	initiated		
REASON FOR CHANGE:	To make specifica seat back position	tion ning	language agree with actual capability.
EFFECT	ON WEIGHT *		EFFECT ON BALANCE *
GUAR, WT. EMPTY	OPER. WT. EMPTY		
0	0		O INCH LB.
EFFECT ON GUARANTEED F	PERFORMANCE: * None		
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF THE PRIOR ACCEPTANCE OF THE P	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	Attention 1/20/6, WA 2/2 MM 2/
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:
SPECIAL PROVISIONS:			CT ON PRICE PER AIRPLANE: RRING: ECURRING: L:
ACCEPTED:		CONVA	AIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:			
DATE:			SON VARIES DI GREZITA

Title: Specification Administrative Change (Revision to Passenger

Seat Back Movement)

Origin: Convair initiated

Reason for Change: To make specification language agree with actual

seat back positioning capability.

Description of Change:

Page 83, Paragraph 3.19.1.1.6.1 SEAT BACK MOVEMENT:

Starting with the third sentence ("The seat back shall fold further") delete the remainder of the paragraph and substitute the following:

"The seat back shall fold to approximately 30 degrees forward of the vertical position by applying a load of not less than 30 pounds, or more than 35 pounds, at the top of aft side of the seat back without removing the center arm rest. The seat back may be further folded to approximately a horizontal position by removing the center arm rest. Seat back positions shall be as follows:

First Class Seats:

Normal Upright: 15 degrees aft of vertical

Adjustable Stops at: 38 and 45 degrees aft of vertical

Coach Seats:

Normal Upright: 15 degrees aft of vertical

Adjustable Stops at: 23 and 38 degrees aft of vertical"

Effect on Weight Empty: O
Effect on Balance: O
Effect on Performance: None



A JIVISION OF GENERAL DYNAMICS COMPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322		DATE:				
CUSTOMER: Japan Air Li	nes	MCL 15,101	DTD 24	January 1		
CHANGE NO: 57		MODEL: 22-22 (Convair "880")				
TITLE: Seat Arm Rest Sec	tion Aft of Emerge	ncy Escape Hat	tch; Remov	al of		
ORIGIN: Japan Air Lines :	request					
REASON FOR CHANGE: As abo	ove					
EFFECT ON WEI	GНТ *	EFFE	CT ON BALAN	CE ·		
GUAR. WT. EMPTY OPER	-5.0 lbs.	-3,535		INCH LB.		
EFFECT ON GUARANTEED PERFOR	RMANCE: * None					
NEGLIGIBLE CHANGES WILL BE A TOTALS REFLECTED IN A FUTUR ACCEPTANCE OF THIS CHANGE IS PRIOR ACCEPTANCE OF THE FOL	S DEPENDENT UPON	Atla	THE YILL NGINEERING	MAJIS 61		
LATEST DATE OF ACCEPTANCE:	AIRPL	ANES AFFECTED:				
SPECIAL PROVISIONS:	RECUI NON-R	ET ON PRICE PER AIRRING:				
ACCEPTED:		AIR, A DIVISION OF GE	NERAL DYNAMI	CS CORP.		
8Y						
DATE:			1164			

Title: Seat Arm Rest Sections Aft of Emergency Escape Hatch, Removal of

Origin: Japan Air Lines requested

Reason for Change: As above

Description of Change:

Page 104, Paragraph 3.23.2 - EQUIPMENT INTERCHANGEABILITY:

Delete the asterisks from the following items under "a.

Interchangeable Parts"

"**Passenger Seat Assembly R-H
**Passenger Seat Assembly L-H"

Delete the following note from the bottom of Page 104:

"**NOTE: Passenger seats immediately aft of the escape hatches shall have special outboard arm rests; however they will be interchangeable in all other respects":

Effect on Weight Empty: -5.0 lbs.

Effect on Balance: -3,535 in. lbs.

Effect on Performance: None

The following shall not appear in the specification language.

"This proposal deletes the integral arm rest sections on the fuselage in the area aft of the emergency escape hatches. The two outboard seats (one L.H. and one R.H.) just aft of the emergency escape hatches, will be replaced with typical coach seats with standard arm rests; thereby making them interchangeable with existing similar seats. This proposal is based on coach seats being presently installed as defined in CCP No. 49 (Modification of Passenger Seating Configuration); therefore, this change is contingent on prior acceptance of CCP No. 49".



A DIVISION OF GENERAL DYNAMICS COMPORATION SAN DIEGO, CALIFORNIA

SPEC NO. ZD- 22-322		DATE:						
CUSTOMER: Japan Air	Lines		MCL 15,023 DTD					
CHANGE NO: 56			MODEL: 22-22	(Convair	"880")			
	ion Administrative and 3.11.8)	Chan	ge (Revision	to Paragr	aphs			
ORIGIN: Convair initiated								
REASON FOR CHANGE: T	o clarify the inte	ent of	subject par	agraphs.				
EFFECT (ON WEIGHT *		EFF	ECT ON BALANC	E *			
GUAR. WT. EMPTY	OPER. WT. EMPTY							
0	0			0	INCH LB.			
EFFECT ON GUARANTEED F	ERFORMANCE: * None							
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	Attend	POINEERING A				
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:					
SPECIAL PROVISIONS:		RECUR NON-R	T ON PRICE PER RING: ECURRING:					
ACCEPTED: BY: DATE:		CONVA	IR, A DIVISION OF C		CS CORP.			
DATE:								

CONVAIR: SD

Title: Specification Administrative Change (Revision to Paragraphs

3.10.1.5.1 and 3.11.8)

Origin: Convair initiated

Reason for Change: To clarify the intent of subject paragraphs.

Description of Change:

Delete the last two sentences and substitute the following:

"A switch, guarded in the on position, shall be installed on the pedestal to shut off all hydraulic power to the stabilizer screw jack. A three-position momentary switch shall be installed on the pedestal which, after the hydraulic shutoff switch is moved to "OFF", operates the standby electrical-mechanical stabilizer trim control. In addition, hand cranks shall be installed on the pedestal for emergency manual stabilizer trim control."

Page 30, Paragraph 3.11.8 INSPECTION AND MAINTENANCE:

Delete the last sentence and substitute the following:

"Each engine QEC (quick engine change build-up) shall be interchangeable and replaceable as a complete assembly, except for reverser cascades, and certain accessories which may not be required on individual installations."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR: SD

A THE PA

Specification Administrative Change (Typographical Cor-Title:

rections and Revision to Oxygen Regulator P/N)

Convair initiated Origin:

To correct typographical errors and to provide Reason for Change:

current part number for oxygen regulator as

established by Vendor.

Description of Change:

Page 2 Paragraph 2.3 APPLICABLE CONVAIR SPECIFICATION:

In second line from bottom of page, change "Electroni" to "Electronic".

Page 11, Paragraph 3.2.6 OPERATING TEMPERATURE:

In second line of first sentence, change "soacked" to "soaked".

Page 46, Paragraph 3.14.3.2.1 STATIC SOURCES:

In first line of first sentence, change "loacted" to "located".

Page A-16, APPENDIX I-C, OXYGEN EQUIPMENT:

Revise the below item as follows:

15830" ARO Equipment "5 Regulator Fröm:

15830A" ARO Equipment "5 Regulator To:

Effect on Weight Empty: Effect on Balance: Effect on Performance: None

180



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIVIGO, CALIFORNIA

SPEC NO .: ZD- 22-322			DATE:			
CUSTOMER: Japan Air	Lines		MCL 15,103 DTD 24 February 19			
CHANGE NO: 63			MODEL: 22-22 (Convair "880")			
TITLE: Tie-Down Bo	olts, Reduction of	in N	o. 2 Buffet			
	Lines Letter (SANQ	A-X-9	8), Mitsuoka to Chambers,			
REASON FOR CHANGE:	Customer request					
EFFECT	ON WEIGHT *		EFFECT ON BALANCE *			
GUAR, WT. EMPTY	OPER. WT. EMPTY					
Negligible	Negligible	Negligible INCH L				
EFFECT ON GUARANTEED F	PERFORMANCE: *	ne				
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	Hunting Approval			
			ENGINEERING APPROVAL YS			
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:			
SPECIAL PROVISIONS:			CT ON PRICE PER AIRPLANE			
		NON-R	RRING:ECURRING:			
ACCEPTED:		CONVA	AIR, A DIVISION OF GENERAL DYNAMICS CORP.			
BY.						
DATE:			DONVALUES OF BETT			

Title: Tie-Down Bolts, Reduction of in No. 2 Buffet

Origin: Japan Air Lines Letter (SANQA-X-98), Mitsuoka to Chambers,

dated 23 February 1961

Reason for Change: Customer request

Description of Change:

This proposal has no effect on specification language which reduces the number of tie-down bolts in No. 2 Buffet from 24 to 18.

Effect on Weight Empty: Negligible Effect on Balance: Negligible

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322			DATE: MCL 15,027 DTD			
CUSTOMER: Japan Air	Lines					
CHANGE NO: 62		MODEL: 22-22 (Convair "880")				
TITLE: Specification and to Appen	n Administrative dix I-C)	Change	e (Revision to Par. 3.19.1.1.3			
ORIGIN: Convair init	iated					
REASON FOR CHANGE:	To clarify the in	tent o	of the specification.			
EFFECT ON WEIGHT *			EFFECT ON BALANCE *			
GUAR, WT. EMPTY O	OPER. WT. EMPTY O		O INCH LB.			
EFFECT ON GUARANTEED I	PERFORMANCE: * None					
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPO ANGE IS DEPENDENT UPO	SAL	Musy Mish, Will all all all all all all all all all			
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:			
SPECIAL PROVISIONS:		RECUR NON-RE	CT ON PRICE PER AIRPLANE: RRING: ECURRING:			
ACCEPTED:		CONVA	AIR, A DIVISION OF GENERAL DYNAMICS CORP.			
BY:	4-0					
DATE:						

CONVAIR: SD

Title: Specification Administrative Change (Revision to Par. 3.19.1.1.3

and to Appendix I-C)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification

Description of Change:

Page 83, Paragraph 3.19.1.1.3 - OBSERVER'S SEAT:

Revise the first sentence as follows:

From: "A folding-type seat aft of the third pilot shall be

installed for use by an observer".

To: "A folding-type seat shall be installed aft of the navi-

gator's seat for use by an observer".

Page A-4R, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Delete the below items under "FLIGHT INSTRUMENTS:"

"2 Indicator Light Power Failure

2 Indicator Light Power Failure Convair Convair Convair

Page A-8, KLECTRICAL EQUIPMENT:

Add the following item under "ELECTRICAL POWER EQUIPMENT":

"2 Indicator Light, Power Failure

Korry

ST753-E6

Effect on Weight Empty: 0
Effect on Balance: 0

Effect on Performance: None

The following shall not appear in the specification language:

The revision to Paragraph 3.19.1.1.3 corrects an error which was inadvertently incorporated during preparation of the specification.

The relocation of the power failure indicator lights from "FLIGHT INSTRUMENTS" to "ELECTRICAL POWER EQUIPMENT", places this item in its proper category.

The power failure detector unit is a non-existent item which is proposed for deletion for purpose of specification clarification.

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

CUSTOMER: Japan Air Lines CHANGE NO: 61	MCL 15,026 DTD
CHANGE NO: 61	00 00 (0
	MODEL: 22-22 (Convair "880")
TITLE: Specification Administrative Electronic Items Language)	ve Change (Various Changes to
ORIGIN: Convair initiated based on dated 20 and 27 February 19	
REASON FOR CHANGE: As above	
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR, WT. EMPTY OPER, WT. EMPTY	
0 0	O INCH LB.
EFFECT ON GUARANTEED PERFORMANCE:	
None	
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	Attendy of 3/14/6, white ENGINEERING APPROVAL NO
LATEST DATE OF ACCEPTANCE:	RPLANES AFFECTED:
SPECIAL PROVISIONS: EF	FECT ON PRICE PER AIRPLANE:
NO	CURRING:
	NVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY	
DATE:	

Page 1 of 4

Title: Specification Administrative Change (Various Changes to Elec-

tronic Items Language)

Origin: Convair initiated, based on Japan Air Lines Letters dated 20

and 27 February 1961.

Reason for Change: As above

Description of Change:

CONVAIR: SD

Page 46, Paragraph 3.14.2.2 INTERCONNECTION OF EQUIPMENT:

Delete the sentence under above paragraph title, and add the following new paragraphs:

"3.14.2.2.1 COMPASS INTERCONNECTION: Pilot's RMDI (C-6B) shall function as part of the compass -1 system, and shall be controlled by a servo amplifier included in the horizon -1 system integrated instrument rack, and supply heading signals to the following systems and instruments:

Copilot's RMI (radio magnetic indicator)
Navigator's RMI
VOR-1 instrumentation unit
Pilot's PDI (Pictorial deviation indicator)
Pilot's PDI course selector
Navigation radar
Flight data recorder

The heading selector of pilot's RMDI (C-6B) shall supply selected heading signal to the automatic pilot. The directional gyro of compass -1 system shall supply heading reference signal to the automatic pilot. Copilot's RMDI (C-6B) shall function as part of the compass -2 system, and shall be controlled by a servo amplifier included in the horizon -2 system integrated instrument rack, and shall supply heading signal to the following systems and instruments:

Pilot's RMI Navigator's RMI VOR-2 instrumentation unit Copilot's PDI

The heading selector of copilot's RMDI (C-6B) shall supply selected heading signal to the flight director system. The compass transfer switch shall be installed in navigator's panel to make selection of the heading signal to navigator's RMI from either compass system.

Page 2 of 4

- 3.14.2.2.2 HORIZON INTERCONNECTION: Pilot's HZ-4 horizon flight director indicator shall function as part of the horizon -1 system, and shall be controlled by two servo amplifiers in the horizon -1 system integrated instrument rack. The verical gyro of the horizon -1 system shall supply signal to the automatic pilot. Copilot's HZ-4 horizon flight director indicator shall function as part of the horizon -2 system, and shall be controlled by two servo amplifiers in the horizon -2 system integrated instrument rack. The vertical gyro of the horizon -2 system shall supply signal to the flight director system, and the weather radar system. The gyro trim knob of the pilot's and copilot's horizon flight director indicator shall position the attitude sphere of pilot's and copilot's horizon flight director indicator respectively.
- 3.14.2.2.3 FLIGHT DIRECTOR INTERCONNECTION: The remote heading selector knob of the flight reference selector shall position the heading selector of both RMDI (C-6B) with two servo amplifiers, one in each of the compass racks. Automatic crab angle, following in the approach mode, shall be provided by one servo amplifier in compass -1 system compass rack. One spare servo amplifier shall be included in compass -2 system compass rack. (See 3.17.3.4.4.)
- 3.14.2.2.4 PDI (R-1) INTERCONNECTION: Pilot's PDI (R-1) shall be controlled by one servo amplifier and one "to-from" sensor in the horizon -1 system integrated instrument rack. Copilot's PDI (R-1) shall be controlled by one servo amplifier and one "to-from" sensor in the horizon -2 system integrated instrument rack. (See 3.17.3.4.3.)
- Page 66, Paragraph 3.16.10.8 MAINTENANCE RECEPTACLES:

 Add the following sentence to the end of the paragraph:

 "The type of receptacle shall be the same as Hubbell 7528."
- Page 75, Paragraph 3.17.1.7.1 POWER CONTROLS:

In the third sentence, change the last nine words as follows:

From: "and the Doppler system tracker and computer, if installed."

To: "and the Doppler sensor and the Doppler navigation computer, if installed."

Page 3 of 4

Page 78, Paragraph 3.17.2.4 AIRBORNE SELECTIVE CALLING:

Add the following to the end of the paragraph:

"The lights on the control panel shall be connected to the steady output of the Selcal systems. Aural calling shall be provided by means of a chime connected to the interrupted output of the Selcal systems. The pilot's call bell shall not be used for the Selcal systems."

Page 78, Paragraph 3.17.3.1.2 CONTROL:

Delete the last sentence "(The heading data shall be connected to the two RMDI (C-6B) indicators and the one RMI indicator at the navigator's station)" and substitute the following:

"The single and double pointers on pilot's and copilot's RMDI (C-6B) and navigator's RMI shall display information from the No. 1 and No. 2 ADF receivers respectively."

Page 79, Paragraph 3.17.3.4.1 CONTROLS:

Delete all description after the second sentence, and add the following new paragraphs, after Paragraph 3.17.3.4.2:

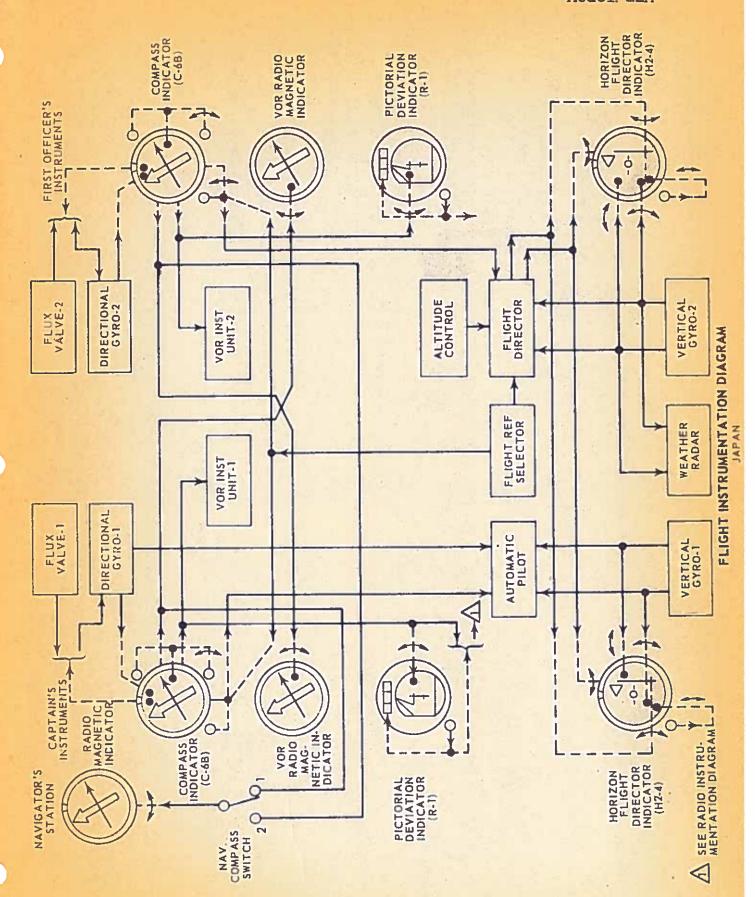
- "3.17.3.4.3 INSTRUMENTATION: Pilot's PDI (R-1) shall display information from No. 1 VHF navigation system and No. 1 glide slope, whereas copilot's PDI shall display information from the No. 2 VHF navigation system and No. 2 glide slope. The course selector of pilot"s PDI shall supply signal to the No. 1 VHF navigation system, whereas the course selector of copilot's PDI shall supply signal to the No. 2 VHF navigation system The single and double pointers on pilot's and copilot's RMI shall display information from the No. 1 and No. 2 VHF navigation systems respective. The automatic pilot shall receive deviation and mode control signals from the No. 1 VHF navigation system and No.1 glide slope, and shall receive VOR slected course signals from pilot's PDI.
- 3.17.3.4.4 VHF NAVIGATION SIGNAL FOR FLIGHT DIRECTOR: A flight director transfer switch with "VOR/ILS-1" and "VOR/ILS-2" positions shall be installed. Two flags, each with "VOR/ILS-1" and "VOR/ILS-2" positions shall be installed. (See Page 44a.) When the transfer switch

Page 4 of 4

is in the "VOR/ILS-1" position, the flight director system shall be connected to the No. 1 VHF navigation system and No. 1 glide slope, and both flags shall indicator "VOR/ILS-1" position. When the transfer switch is in the "VOR/ILS-2" position, the flight director system shall be connected to the No. 2 VHF navigation system and No. 2 glide slope, and both flags shall indicate "VOR/ILS-2" positions."

- Enclosures: (A) One copy Page 46b FLIGHT INSTRUMENTATION DIAGRAM (To be incorporated into specification.)
 - (B) One copy Page 46c RADIO INSTRUMENTATION DIAGRAM (To be incorporated into specification.)

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None



+ D VISION OF GENERAL DYNAMICS CONFIGNATION SAN DIS GO. CALIFORNIA

SPEC NO.: ZD- 22-322	and the same of th	DATE:		
CUSTOMER Japan Air Lines		MCL 15,095	DTD 8 Nove	sed emb e r 196
CHANGE NO: 55		MODEL: 22-22	(Convair	''88o''')
TITLE: Customer Furnished	Equipment, I	nstallation of		
ORIGIN JAL Memo No. 13 (M1	tsuoka to Du	ckworth) dated	31 Octobe	r 1960.
REASON FOR CHANGE. Customer r	equest			
EFFECT ON WEIGHT *		EFFECT	ON BALANCE	*10
GUAR, WT. EMPTY OPER, WT. EMP	YTY			
-1	4.0	-6,0	75	INCH LB.
EFFECT ON GUARANTEED PERFORMANCE:	None			
* NEGLIGIBLE CHANGES WILL BE ACCUMULATOTALS REFLECTED IN A FUTURE CHANGE ACCEPTANCE OF THIS CHANGE IS DEPENDENT OF THE FOLLOWING	SE PROPOSAL DENT UPON	Gitter	76/1 GINEERING AP	PROVAL
LATEST DATE OF ACCEPTANCE:	AIRPLA	ANES AFFECTED:		
SPECIAL PROVISIONS:	RECUR NON-RE	T ON PRICE PER AIR RING: ECURRING:		
ACCEPTED:	CONVA	IR, A DIVISION OF GENE	ERAL DYNAMICS	CORP.
BY:				
DATE:			12.6546.4	Maria Maria

Page 1 of 2

Title: Customer Furnished Equipment, Installation of

Origin: JAL Memo No. 13 (Mitsuoka to Duckworth) dated 31 October 1960.

Reason for Change: Customer request

Description of Change:

Page 80, Paragraph 3.17.3.6 EMERGENCY RADIO TRANSMITTER:

Revise the sentence to read as follows:

"Stowage shall be provided in the forward right hand coat compartment for one Customer furnished AN/CRT-3 emergency radio transmitter."

Page 88, Paragraph 3.19.2.6.2 SIGNAL PISTOL:

From: "Provisions for the stowage of one Kilgore G-37-K signal pistol and six Kilgore 3-37 shells shall be made in the pilots' compartment."

To: "Stowage shall be provided in the pilots' compartment for one Kilgore G-37-K signal pistol and six Kilgore 3-37 shells.

Page 94, Paragraph 3.19.7.1 LIFE RAFTS:

Revise the first sentence to read as follows:

"The installation of five Customer furnished, 25-man life rafts shall be made in the following locations."

Page 94, Paragraph 3.19.7.2 EMERGENCY TRANSMITTER:

Revise the sentence to read as follows:

"Stowage shall be provided for an emergency transmitter as specified in 3.17.3.6."

Page A-1, APPENDIX I-A, CUSTOMER FURNISHED - CONVAIR INSTALLED:

Add the following items under "Description":

"* 97	Life Vests		170.0
* 5	Life Rafts		755.0
* 1	Emergency Radio	AN/CRT-3	40.0
	Transmitter		
* 1	Signal Pistol	Kilgore G-37-K	87.0"
* 6	Shell, Signal Pistol	Kilgore 3-37	(1.0

Page 2 of 2

Add the following to the bottom of Page A-1:

"*Useful Load Items"

Page A-2, APPENDIX I-B, CUSTOMER FURNISHED - CUSTOMER INSTALLED:

Delete the following items under "Description":

11#1	05	Life V	ests				184.0
#	5	Life Ra	afts				755.0
#	1	Emerge	ncy Rad	io			
		Tran	smitter			AN/CRT-3	40.0
*	1	Signal	Pistol		Kilgore	G-37-K	\$7.0
*	6	Shell,	Signal	Pistol	Kilgore	3-37	(1.0

Delete the following from the bottom of Page A-2:

Effect on Weight Empty:

Effect on Operating Weight Empty: -14.0 pounds

Effect on Balance: Effect on Performance: -6,075 inch-pounds

None

[&]quot;*Useful Load Items"

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322			DATE:			
CUSTOMER: Japan Air Lines			MCL 15,022 DTD			
CHANGE NO: 54		MODEL: 22-22 (Convair "880")				
TITLE: Specificat 3.17.1.7.1		e Chan	ge (Revisio	on to Parag	raph	
ORIGIN: Convair in	itiated					
REASON FOR CHANGE:	To clarify the 1	ntent	of Paragrap	oh 3.17.1.7	.1.	
EFFECT	ON WEIGHT *		EFF	ECT ON BALAN	CE *	
GUAR. WT. EMPTY	OPER. WT. EMPTY					
0	0			0	INCH LB.	
EFFECT ON GUARANTEED P	PERFORMANCE: * None	20				
* NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHA PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	At	ENGINEERING	APPROVAL	
LATEST DATE OF ACCEPTA	NCE:	AIRPLA	NES AFFECTED	:		
SPECIAL PROVISIONS:		RECURE NON-RE	ON PRICE PER RING: CURRING:			
ACCEPTED: BY:		CONVAI	R, A DIVISION OF	GENERAL DYNAM	ICS CORP.	
DATE:				ta.	9 V 6100,500 - 6+217 4	

CONVAIR: SD

Title: Specification Administrative Change (Revision to Paragraph

3.17.1.7.1)

Origin: Convair initiated

Reason for Change: To clarify the intent of Paragraph 3.17.1.7.1.

Description of Change:

Page 75, Paragraph 3.17.1.7.1 POWER CONTROLS:

Delete the paragraph and substitute the following:

POWER CONTROLS: One "NORMAL" and one "ESSENTIAL" "3.17.1.7.1 switch, located accessible to both pilots, shall control the ac and dc power to the radio equipment. The "NORMAL" switch shall control the weather radar, the marker beacon, selective call systems No. 1 and No. 2, glide slope No. 2, navigation instrument transformer No. 2, VHF navigation No. 2, radio compass No. 2, VHF communication receiver No. 2, VHF communication transmitter No. 2, HF communication No. 2, DMET No. 1 and No. 2 if installed, and ATC transponder No. 1 and No. 2, if installed. The "ESSENTIAL" switch shall control the Edo Loran system, VHF communication receiver No. 1, VHF communication transmitter No. 1, VHF navigation No. 1, glide slope No. 1, Radio compass No. 1, navigation instrument transformer No. 1, HF communication No. 1, and the Doppler system tracker and computer, if installed. The emergency dc bus, through suitable circuit breakers, shall power the audio selector panels, the public address amplifier, the interphone, the pilot compartment speaker, the flight data recorder, if installed, and the tape reproducer, if installed. All No. 1 normal radio equipment shall be supplied by a separate ac and dc line. All No. 2 normal radio equipment shall be supplied by a second separate ac and dc line. Protection shall be provided for each line. The power supply, feeder wires, circuit protection for equipment which back up each other functionally shall be separated in a manner that will preclude operation failure of both if any one circuit protective device feeder wire or power supply fails. Illumination shall be provided for the circuit breakers.

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIE GO, CALIFORNIA

SPEC NO.: ZD- 22-322			DATE:		
CUSTOMER: Japan Air Lines		1	MCL 15,021	DTD	
CHANGE NO: 53A			MODEL: 22-22		"880")
	ation Administrati tems Language)	ve Cha	inge (Misc.)	Revisions t	to Elec-
ORIGIN: Japan A1:	r Lines requested				
REASON FOR CHANGE:	Revision to CCP N	10. 53			
EFFECT ON WEIGHT *			EFFECT ON BALANCE *		
GUAR, WT. EMPTY	OPER, WT. EMPTY				
0	0 0			0	INCH L.B.
EFFECT ON GUARANTEED F	PERFORMANCE: * None				
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSA ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		SAL N	phi	uto	Myla
				ENGINEERING A	APPROVAL
LATEST DATE OF ACCEPTA	NCE:	AIRPLA	MES AFFECTED:		
SPECIAL PROVISIONS		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
		CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.			
BY:					
DATE					10 x1 t, 0 6-1, 1

CONVAIR: SD Japan Air Lines Change No. 53A

Page 1 of 2

Title: Specification Administrative Change (Misc. Revisions to Elec-

tronic Items Language)

Origin: Japan Air Lines requested

Reason for Change: Revision to CCP No. 53.

Description of Change:

Page 71, Paragraph 3.17.1.1 CONTROL PANELS:

At top of page, add the following after "Weather Radar":

"(1)"

Change the below items under "Provisions for the following control panels" as follows:

From: "Doppler Computer Doppler Navigation"

To: "Doppler Sensor
Doppler Navigation Computer"

Page 78, Paragraph 3.17.3.1.2 CONTROL:

Revise the second sentence as follows:

From: "The heading data shall be connected to the RMI indicators."

To: "The heading data shall be connected to the two RMDI (C-6B) indicators and the one RMI indicator at the navigator's station."

Page 79, Paragraph 3.17.3.4.1 CONTROLS:

Revise the fourth and fifth sentences as follows:

From: "The single and double pointers on the RMDI shall display information from the No. 1 and No. 2 Navigation Receivers respectively. The single and double pointers on the RMI shall display information from the No. 1 and No. 2 ADF receivers respectively."

To:

"The single and double pointers on the RMI (VOR) on the pilot's and copilot's panels shall display information from the No. 1 and No. 2 Navigation Receivers respectively. The single and double pointers on the RMDI (C6B) on the

CONVAIR: SD

Japan Air Lines Change No. 53A

Page 2 of 2

pilot's and copilot's panels and RMI at navigator's station, shall display information from the No. 1 and No. 2 ADF receivers respectively."

Page 80a, ANTENNA ARRANGEMENT:

Above illustration will be revised to delete the word "provisions" from "HF ANTENNA COUPLER NO. 2" callout.

Effect on Weight Empty: O
Effect on Balance: O
Effect on Performance: None

CONVAIR: SD

Specification Administrative Change (Revision to Auxiliary Landing Gear, Tail Skid) Title:

Convair initiated Origin:

Reason for Change: Product improvement.

Description of Change:

Page 24, Paragraph 3.8.3 AUXILIARY LANDING GEAR (TAIL SKID):

Change the first line in the paragraph to read as follows:

From: "A retractable skid or"

To: "A skid or"

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance:

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322			DATE:				
CUSTOMER: Japan Air Lines			MCL 15,100	_DTD_	14	December 1	
CHANGE NO: 51	~		MODEL: 22-22	(Conva	iir	"880")	
TITLE: JAL Buf:	fet Inserts, Chang	ge fro	om Customer to	Conva	iir	Installed	
ORIGIN: JAL Memo	No. 23 (Mitsuoka	a to I	ouckworth) dat	ed 22	Nov	ember 1960	
REASON FOR CHANGE: Customer request							
	N WEIGHT *		EFFECT ON BALANCE *				
GUAR. WT. EMPTY	OPER, WT. EMPTY						
0 0			0			INCH LB.	
EFFECT ON GUARANTEED PERFORMANCE: *							
	None						
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES: ENGINEERING APPROVAL							
LATEST DATE OF ACCEPTANCE:			ANES AFFECTED:				
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:					
		CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.					
BY:							
DATE:					500	VALUE D. ALTER	

Title: JAL Buffet Inserts, Change from Customer to Convair Installed

Origin: JAL Memo No. 23 (Mitsuoka to Duckworth) dated 22 November 1960

Reason for Change: Customer request

Description of Change:

Page A-1, APPENDIX I-A, CUSTOMER FURNISHED - CONVAIR INSTALLED:

Add the following item under "Description"

"#AR Inserts, Buffet"

Add the following to the bottom of Page A-1:

"*Useful Load Item"

Page A-2, APPENDIX I-B, CUSTOMER FURNISHED - CUSTOMER INSTALLED:

Delete the below item under "Description"

"*AR Inserts, Buffet"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

The following shall not appear in the specification language.

It is to be understood that Convair in no way will be responsible for inspection, quality, warranty or certification and loss, design deficiencies or fitting of the Customer furnished buffet inserts connected with this proposal.

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322			DATE:			
CUSTOMER: Japan Air Lines			MCL 15,097 DTD 5 December 1960			
CHANGE NO: 50			MODEL: 22-22 (Convair "880")			
TITLE: Portable Oxy	ygen Bottles, Incr	ease	from 6 to 7			
ORIGIN: JAL Memo No.	26 (Mitsuoka to D	uckwo	rth) dated 5 December 1960			
REASON FOR CHANGE: C	ustomer request					
EFFECT (ON WEIGHT *		EFFECT ON BALANCE *			
GUAR. WT. EMPTY Negligible	OPER. WT. EMPTY +7.0 lbs.		+2,954 INCH LB.			
EFFECT ON GUARANTEED F	ERFORMANCE: * Non	e				
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES: ENGINEERING APPROVAL						
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:				
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED: BY:		CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.				
DATE:			CONVAIR, 5.D. 0-1217 A			

CONVAIR: SD

Title: Portable Oxygen Bottles, Increase from 6 to 7.

Origin: JAL Memo No. 26 (Mitsuoka to Duckworth) dated 5 December 1960.

Reason for Change: Customer request

Description of Change:

Page 94, Paragraph 3.19.5.6 - PORTABLE BOTTLES:

Revise the second sentence as follows:

"Six, seven-cubic foot portable oxygen bottles shall be provided, three located in the aft L.H. coat closet, two in the forward R.H. coat closet and one in the forward L.H. coat closet".

"Seven, seven-cubic foot portable oxygen bottles shall be provided; three located in the aft L.H. coat closet, three in the forward R.H. coat closet and one in the forward L.H. coat closet".

Page A-15, APPENDIX I-C, OXYGEN SYSTEM:

Revise the below items as follows:

From:	"6	*Bottle, Portable Oxygen (7 cu ft)	Scott	5500-B1A-BF20B 86.0"
	6	Mask, Oxygen (ASB)	Scott	23275
To:	"7	*Bottle, Portable Oxygen (7 cu ft)	Scott	5500-B1A-BF20B 93.0
	7	Mask, Oxygen (A8a)	Scott	23275

Effect on Weight Empty: Negligible

Effect on Operating Weight Empty: +7.0 lbs.

Effect on Balance: +2,954 in. lbs.

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS COMPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322			DATE:			
CUSTOMER: Japan Air Lines			MCL 15,096 DTD 5 December 196			
CHANGE NO: 49			MODEL: 22-22 (Convair "880")			
TITLE Passenger	Seating Configur	cation	n, Modification of			
ORIGIN: JAL Memo	No. 26 (MITSUOKA	to DI	JCKWORTH) dated 5 Dece	ember 1960		
REASON FOR CHANGE:	Customer request					
EFFECT ON WEIGHT *			EFFECT ON BALANCE			
GUAR, WT. EMPTY	OPER. WT. EMPTY		9			
+40.0 lb	÷26.0 lb		-34,151	INCH LB.		
EFFECT ON GUARANTEED P		None				
• NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSA ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		SAL	ENGINEERING APPROVAL			
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:				
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED:		CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.				
BY:						
DATE:				terrania estada		

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:				
CUSTOMER: Japan Air Lines			MCL_	15,020	DTD	
CHANGE NO: 52			MODEL	22-22	(Convai	r "880")
TITLE: Specification Administrative Change (Revision to Auxiliary Landing Gear Tail Skid)						
ORIGIN: Convair i	nitiated					
REASON FOR CHANGE:	Product improvemen	nt				
EFFECT	ON WEIGHT *			EFFE	CT ON BALAN	CE *
GUAR, WT. EMPTY	OPER. WT. EMPTY					
0	0				0	INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * None						
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES: ENGINEERING APPROVAL				APPROVAL		
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AF	FECTED:		
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE:				
		RECUR NON-R TOTAL	RING: _ ECURRIN	vG:		
ACCEPTED:		CONVA	IR, A DIV	ISION OF GI	ENERAL DYNAM	ICS CORP.
BY:						
DATE:					10	TANKANANA MALIKA

Page 1 of 3

1

Title: Passenger Seating Configuration, Modification of

Origin: JAL Memo No. 26 (MITSUOKA to DUCKWORTH) dated 5 December 1960

Reason for Change: Customer request

Description of Change:

Page 1, Paragraph 1.1 BASIC TYPE:

Revise the third sentence as follows:

From: "The body of this specification describes an interior for a mixed seating arrangement which provides for the accommodation of 28 first class seats and 59 coach seats."

To: "This specification describes an interior seating arrangement which provides for the accommodation of 16 first class passengers and 74 coach passengers."

Page 3b, INTERIOR ARRANGEMENT:

Above illustration will be revised to show existing coat dividers immediately aft of fourth row of first class seats, and to show life rafts, stowed on floor, at a position forward of revised coat divider location. The revised illustration will also show three additional double coach seats and three additional triple coach seats in lieu of three rows of first class seats.

Page 6, Paragraph 3.1.2.2 TYPICAL LOADING SUMMARY:

Revise the below item under "Fixed Useful Load" as follows"

From: "Life Vests (105) 184 lb"

<u>To:</u> "Life Vests (97) 170 lb"

Revise the "Space Limit Payloads" as follows:

From:	"Space Limit Payloads:		Standard
	Passengers @ 165 lb (87 Standard) (104 Alternate Baggage @ 40 lb/passenger Cargo	Coach)*	14,355 3,480 5,010
		Total	22,845"

Page 2 of 3

To:	"Space Limits Payloads:	Standard
	Passengers @ 165 lb (90 Standard) (104 Alternate Coach)* Baggage @ 40 lb/passenger Cargo	14,850 3,600 4,890
	Total	23,340"

Page 82, Paragraph 3.19.1 GENERAL:

In the second line, change "87" to "90".

Page 89, Paragraph 3.19.3.1.1 PASSENGER COMPARTMENT:

Revise the first sentence as follows:

From: "The main passenger compartment aisle shall be a minimum of 24 inches wide between arm rests in the standard configuration."

To: "The main passenger compartment aisle width between arm rests shall be approximately 24 inches in the first class section and approximately 19 inches in the coach section."

Page A-2, APPENDIX I-B, CUSTOMER FURNISHED - CUSTOMER INSTALLED:

Revise the below item under "Description" as follows:

From: "105 Life Vest 184.0"
To: "97 Life Vest 170.0"

Page A-15, APPENDIX I-C, FURNISHINGS:

Revise the below items under "Description" as follows:

From: "7 Seats, Double, First Class, L-H 7 Seats, Double, First Class, R-H

12 Seats, Double, Coach, R-H
11 Seats, Triple, Coach, L-H
78 Tray, Integral Folding Food
87 Belt, Passenger Safety"

Page 3 of 3

To: " 4 Seats, Double, First Class, L-H

Seats, Double, First Class, R-H Seats, Double, Coach, R-H Seats, Triple, Coach, L-H Tray, Integral Folding Food Belt, Passenger Safety" 14 81

90

Effect on Operating Weight Empty: +26.0 pounds

Effect on Weight Empty:

Effect on Balance: Effect on Performance: +40.0 pounds

-34,151 inch-pounds

None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:				
CUSTOMER: Japan Air Lines			MCL 15,019 DTD			
CHANGE NO: 48			MODEL: 22-22 (Convair "880")			
TITLE: Specification Specification		nange	(Revision to Engi	ne		
ORIGIN: Convair initi	ated					
REASON FOR CHANGE: , T	o specify the G.E engines will be sup	. Eng	ine Specification d.	under which		
EFFECT	N WEIGHT *	i della	EFFECT ON 8	BALANCE *		
GUAR. WT. EMPTY	OPER. WT. EMPTY					
0	0		0	INCH LB.		
EFFECT ON GUARANTEED PERFORMANCE: * None						
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPOR	SAL N	Musey	17/3/60 ERING APPROVAL		
LATEST DATE OF ACCEPTANCE:		AIRPL	ANES AFFECTED:			
I ECIAL FROM INTO THE PROPERTY OF THE PROPERTY		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED: C		CONV	AIR, A DIVISION OF GENERAL	DYNAMICS CORP.		
BY:	======					
DATE:				SONVAIR, s.D. 6-12174		

CONVAIR: SD

Specification Administrative Change (Revision to Engine Title:

Specification)

Origin: Convair initiated

Reason for Change: To specify the G.E. Engine Specification under

which engines will be supplied.

Description of Change:

Page 2, Paragraph 2.2 - ENGINE SPECIFICATION:

Revise the paragraph as follows:

"General Electric Engine Specification E-723h dated

1 September 1959 shall apply".

"General Electric Engine Specification E-790 dated To:

11 July 1960 with Reverser Specification E-725e dated 11 July 1960 and Suppressor Specification E-731f dated

11 July 1960 shall apply".

Page 4, Paragraph 3.1.1.1 - PERFORMANCE:

In the ninth line, change "E-723h, dated 1 September 1959" to "E-790, dated 11 July 1960".

Page A-3, APPENDIX I-C, PROPULSION EQUIPMENT:

Revise the following item under "POWER PLANT EQUIPMENT" as follows:

"4 Engine, complete *(Dry) Gen. Electric CJ-805-3B" From:

"4 Engine, complete *(Dry) Gen. Electric CJ-805-3B To:

Spec. No. E-790 Dated 7-11-60".

Effect on Weight Empty: Effect on Balance: Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: 2D-22-322			DATE		
CUSTOMER: Japan Air Lines		MCL 15,018 D	TD		
CHANGE NO: 47			MODEL: 22-22 (C	Convair "880")	
TITLE: Specification Administrative Change (Revision to Lighting Controls Language)					
ORIGIN: Convair : (Mitsuoka	initiated, based o	n Ite	m 4 of JAL Memor December 1960	randum No. 26	
REASON FOR CHANGE:	To more clearly dand aft lighting			ertment forward	
EFFECT O	N WEIGHT *		EFFECT O	N BALANCE *	
GUAR, WT. EMPTY	OPER, WT. EMPTY				
0	0		0	INCH LB.	
EFFECT ON GUARANTEED PERFORMANCE: * None					
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	Clary (>)	6/60 NEERING APPROVAL	
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:		
of Beine Providence.		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED: -		CONVA	IR, A DIVISION OF GENER	AL DYNAMICS CORP.	
BY:					
DATE				70 V M 1 () MIZT	

CONVAIR: SD

Title: Specification Administrative Change (Revision to Lighting

Controls Language)

Origin: Convair initiated, based on Item 4 of JAL Memorandum No. 26

(Mitsuoka to Duckworth) dated 5 December 1960.

Reason for Change: To more clearly define passenger compartment for-

ward and aft lighting control.

Description of Change:

Page 63, Paragraph 3.16.8.3.3 - LIGHTING CONTROLS:

Add the following sentence to the end of the paragraph:

"The first class section lights shall be controlled from the forward cabin attendant's station, and the coach class section lights shall be controlled from the aft cabin attendant's station with the movable coat compartment dividers (Reference 3.19.3.1.2) located within the limitation of Stations 659 and 983 as defined in 3.20.1.9".

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:			
CUSTOMER: Japan Air Lines .		MCL 15017 DTD			
CHANGE NO: 46			MODEL: 22-22 (0	onvair "880")	
TITLE: Specification Administrative Change (Change to Locations of Cargo Tie-Down Fittings)					
ORIGIN: Convair	initiated				
REASON FOR CHANGE: T	o more accurately artment tie-down	defin	ne locations of	cargo com-	
EFFECT	ON WEIGHT * *		EFFECT (ON BALANCE *	
GUAR, WT. EMPTY	OPER, WT, EMPTY				
0	0		, 0	INCH LB.	
EFFECT ON GUARANTEED PERFORMANCE: * None					
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		alloger	IZ/I/C) EUN NEERING APPROVAL		
LATEST DATE OF ACCEPTANCE:		AIRPL	ANES AFFECTED:		
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED:		CONVA	IR, A DIVISION OF GENER	AL DYNAMICS CORP.	
BY:					
DATE:				00NV4H()N0.612174	

Title: Specification Administrative Change (Change to Locations of

Cargo Tie-Down Fittings)

Origin: Convair initiated

Reason for Change: To more accurately define locations of cargo com-

partment tie-down fittings.

Description of Change:

Page 87, Paragraph 3.19.2.4 LUGGAGE AND CARGO COMPARTMENTS:

Delete all reference, in lower half of paragraph, to cargo tiedown fitting locations and substitute the following:

"FORWARD	COMPARTMENT	AFT COME	PARTMENT
B.L.	Station	B.L.	Station
32.32 L 16.50 L 10.50 R 32.38 L 16.50 R 32.38 L 10.50 R 32.38 L 10.50 R 30.92 L 10.50 R 31.50	388.50 388.50 388.50 388.50 444 425.44 425.44 425.44 425.47 463.50 463.50 463.51 514.47 5514.47 5514.47 5559.58 589.58 589.58 589.58	27.22 L 16.50 R 27.22 L 16.50 R 27.22 L 16.50 R 27.22 L 16.50 R 27.24 L 16.50 R 27.24 L 16.50 R 27.14 L 16.50 R 26.82 L 16.50 R 26.82 L 16.50 R 26.82 L 16.50 R 26.82 L 16.50 R	1026.00 1026.50 1026.50 1026.00 1054.00 1054.10 1054.10 1054.00 1092.00 1087.35 1092.10 1087.00 1140.00 1149.50 1144.90 1145.00 1178.60 1178.60 1178.60 1178.60 1178.60 1206.25 1206.25 1206.00"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO. ZD- 22-322	DATE:				
CUSTOMER: Japan Air Lines	MCL 15,016 DTD				
CHANGE NO: 45A	MODEL: 22-22 (Convair "880")				
TITLE: Specification Administrative System Items)	e Change (Revision to Instrument				
ORIGIN: Convair initiated					
REASON FOR CHANGE: To provide current part numbers and description for subject items, and revision to CCP No. 45.					
EFFECT ON WEIGHT *	EFFECT ON BALANCE*				
GUAR, WT. EMPTY OPER, WT. EMPTY					
0 0	O INCH LB.				
EFFECT ON GUARANTEED PERFORMANCE: * None					
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOL PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	n me Ala Miga				
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:				
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.				
BY:					
DATE	500 V 41 (.p. J., 1642 (7				

Title: Specification Administrative Change (Revision to Instru-

ment System Items)

Origin: Convair initiated

Reason for Change: To provide current part numbers and description

for subject items, and revision to CCP No. 45.

Description of Change:

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "SPERRY FLIGHT NAVIGATION SYSTEM" as follows:

From: "1 Vertical Gyro Sperry 617926-1"

To: "1 Vertical Gyro Sperry 2585297"

Delete the below item under "SPERRY C-11 REMOTE COMPASS SYSTEM":

"8 Amplifier, Servo Sperry 614937-51"

Page A-6, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below items under "AUTO PILOT TYPE SP-30" as follows:

From: "1 Indicator, Auto Pilot Trim Sperry 1776004-1 1 Gyro Vertical Sperry 617926-1 1 Trim Servo Motor and Drive Sperry 1778879-41"

To: "1 Indicator, Auto Pilot Trim Sperry 1776004-5
1 Vertical Gyro Sperry 2585297
1 Trim Servo Motor and Drive Sperry 1778879-21"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

F.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:			
CUSTOMER: Japan Air Lines			MCL 15,015 DTD		
CHANGE NO: 44			MODEL: 22-22 (Convair "880")		
Specification Administrative Change (Indicate Marker Beacon Control on ATC Panel)					
ORIGIN: Convair init	iated				
	indicate marker leu of on pilots!		n control on ATC panel in ument panel.		
EFFECT	N WEIGHT *		EFFECT ON BALANCE *		
GUAR. WT. EMPTY	OPER. WT. EMPTY		O INCH LB.		
EFFECT ON GUARANTEED P	ERFORMANCE: * None				
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	Aleasty 1/21/43 ENGINEERING APPROVAL		
LATEST DATE OF ACCEPTANCE:		AIRPL	ANES AFFECTED:		
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACGEPTED:		CONVA	AIR, A DIVISION OF GENERAL DYNAMICS CORP.		
BY:					
DAT F.			SON VALUE OF A STATE		

CONVAIR: SD

Title: Specification Administrative Change (Indicate Marker Beacon

Control on ATC Panel)

Origin: Convair initiated

Reason for Change: To indicate marker beacon control on ATC panel

in lieu of on pilots' instrument panel.

Description of Change:

Page 79, Paragraph 3.17.3.2 - MARKER BEACON RECEIVER:

Revise the last sentence as follows:

From: "Controls for the marker beacon shall be located on the

pilots' instrument panel".

To: "Controls for the marker beacon shall be located on the

ATC control panel".

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

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A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322	A CONTRACTOR OF THE PARTY OF TH		DATE:		
CUSTOMER: Japan Air Lines			MCL 15,014 DTD		
CHANGE NO: 43			MODEL: 22-22 (Convair "880")		
TITLE: Specification to Paragraph	Administrative C. 3.16.2.4.1)	hange	(Addition of Static Inverter		
ORIGIN: Convair initi	ated				
REASON FOR CHANGE:	o specify that st	atic :	inverter is being furnished.		
EFFECT	ON WEIGHT *		EFFECT ON BALANCE *		
GUAR, WT. EMPTY .	OPER. WT. EMPTY				
0	0	14	O INCH LB.		
EFFECT ON GUARANTEED P	PERFORMANCE: * None				
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	JAHLUUTY 1/2/43 ENGINEERING APPROVAL		
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:		
R		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED: C		CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.			
BY:					
DATE			703,440		

CONVAIR: SD Japan Air Lines Change No. 43

Title: Specification Administrative Change (Addition of Static

Inverter to Paragraph 3.16.2.4.1)

Origin: Convair initiated.

Reason for Change: To specify that static inverter is being furnished.

Description of Change:

Page 53, Paragraph 3.16.2.4.1 - POWER TRANSFER:

Add the following to the end of paragraph:

"A static inverter, connected to the battery, shall be provided for engine ground start when external a-c electrical power is not available".

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322			DATE:		
CUSTOMER: Japan Air Lines		MCL 15,013 DTD			
CHANGE NO: 42		MODEL: 22-22	(Convair	"880")	
TITLE: Specification Administrative Change (Clarification of Cabin Ceiling Height)					
ORIGIN: Convair initi	ated .				
	clarify cabin her	ight :	in the area o	of the drop	oped
EFFECT	N WEIGHT *		EFFE	CT ON BALAN	CE •
GUAR. WT. EMPTY O	MPTY OPER. WT. EMPTY O			0	INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *					
	None				
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPOR	ial N		deathy ENGINEERING	APPROVAL
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:		
RECUI NON-R		RECUR NON-RI	T ON PRICE PER A RING: ECURRING:		
ACCEPTED:		CONVA	AR, A DIVISION OF G	ENERAL DYNAM	ICS CORP.

Title: Specification Administrative Change (Clarification of

Cabin Ceiling Height.

Origin: Convair initiated.

Reason for Change: To clarify cabin height in the area of the dropped

ceiling.

Description of Change:

Page 85, Paragraph 3.19.3.1.1 - PASSENGER COMPARTMENT:

Revise the last sentence to read as follows:

"The clear ceiling height in the main cabin shall be approximately 85 inches at the airplane centerline except in the area of the dropped ceiling which shall be approximately 78 inches".

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:				
CUSTOMER: Japan Air Lines	MCL 15,012 DTD				
CHANGE NO: 41	MODEL: 22-22 (Convair '880")				
TITLE Specification Administrative C 3.16.8.3.4 and to ADF Control	Change (Revision to Paragraph Panel P/N)				
ORIGIN: Convair initiated					
REASON FOR CHANGE: To clarify the inte	ent of the specification				
EFFECT ON WEIGHT *	EFFECT ON BALANCE *				
GUAR, WT. EMPTY OPER, WT. EMPTY					
0 0	O INCH LB.				
EFFECT ON GUARANTEED PERFORMANCE: *					
None	None				
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPO PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES.	SAL DAFROLLI DIOZZI				
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:				
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:				
	RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.				
BY:					
DATE.					

CONVAIR: SD

Specification Administrative Change (Revision to Paragraph 3.16.8.3.4 and to ADF Control Panel P/N)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 63, Paragraph 3.16.8.3.4 - READING LIGHTS:

Delete the last seven words in the fourth sentence, which reads as follows, and repunctuate sentence:

"and placarded to clearly indicate its function".

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "Control Panels" as follows:

"2 Radio Compass (ADF) Collins 614L-5" From:

To: "2 Radio Compass (ADF) 614L-6" Collins

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance: None

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SPEC NO. ZD- 22-322			DATE:	THE RESERVE THE PARTY OF THE PA	
CUSTOMER Japan Air Lines			MCL 15,093 DTD	5 October 196	
CHANGE NO: 40			MODEL: 22-22 ((Convair "886")	
TITLE Airtron	66430 Bidirectio	nal Co	oupler, Installati	lon of	
ORIGIN. JAL Me 1960	emo Mo. 11 (Mitsuo	ka to	Duckworth), dated	1 5 October	
REASON FOR CHANGE. Cu	istomer request				
FFFECT	ON WEIGHT		EFFECT ON BALANCE		
GUAR, WT. EMPTY	OPER, WT. EMPTY				
Megligible	Negligible		Negligi	Lble INCH LB.	
EFFECT ON GUARANTEED P		one	Delantina classes alone () had delantina della () del della () del della () del della () del della () della () della () della della		
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH. PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL	Jakraby	174/60	
WEST AND ADDRESS OF THE PARTY O	gradu y till sjog stjelet gjelet de still	to comment of the second	EINGINE	ERING APPROVAL	
LATEST DATE OF ACCEPTANCE:		AIRPL	ANES AFFECTED		
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE RECURRING: NON-RECURRING: TOTAL:			
BY		CONVA	dr, a division of General	DYNAMICS CORP.	
DATE					

CONVAIR: SD

Title: Airtron 66430 Bidirectional Coupler, Installation of

Origin: JAL Memo No. 11 (Mitsuoka to Duckworth), dated 5 October

1960

Reason for Change: Customer request

Description of Change:

Page 80, Paragraph 3.17.4.1 WEATHER PENETRATION AIRBORNE RADAR:

Revise the last sentence as follows:

From: "Provisions shall be made in the waveguide installa-

tion for use of an Airtron 66430 Reflectometer."

To: "An Airtron 66430 bidirectional coupler shall be pro-

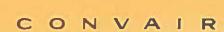
vided in the waveguide installation."

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Add the following item under "WEATHER RADAR":

"Coupler, Bidirectional Airtron 66430"

Effect on Weight Empty: Negligible
Effect on Balance: Negligible
Effect on Performance: None



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322			DATE:			
CUSTOMER: Japan Air Lines		MCL 15,092 DTD 26 September				
CHANGE NO: 39			MODEL:	55-55	(Convai	r "880")
TITLE: Seat Paper	Dispenser, Instal	latio	n of			
	HARASAWA of JAL er 1960; and Memo					
EFFECT	N WEIGHT *			EFFECT	ON BALANC	E *
GUAR. WT. EMPTY Negligible	OPER. WT. EMPTY Negligible		Negl	.igible		INCH LB.
EFFECT ON GUARANTEED P	ERFORMANCE: * Non	е				
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPOR	SAL N	Jako	A PING	MINION A	APPROVAL
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFEC	TED:		
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED:		CONVA	MR, A DIVISION	OF GENE	RAL DYNAMI	CS CORP.
BY:						
DATE:	Carlo			.5	10%	VALUE G-1217 A

CONVAIR: SD

Japan Air Lines Change No. 39

Title: Seat Paper Dispenser, Installation of

Origin: Meeting, H. HARASAWA of JAL and H. B. DUCKWORTH of Convair

on 23 September 1960; and Memo from H. HARASAWA dated 23

September 1960

Reason for Change: Customer request

Description of Change:

Page 86, Paragraph 3.19.2.2.3 MISCELLANEOUS LAVATORY EQUIPMENT:

Add the following item to the equipment list:

"One toilet seat paper dispenser"

Delete the below item from the equipment list:

"One toilet paper dispenser (interlock leaf)"

Page A-15, APPENDIX I-C, FURNISHINGS:

Add the following item under "Description":

"4 Dispensers, Toilet Seat Consol. Cover Co. PROCO"
Paper

Effect on Weight Empty: Negligible Effect on Balance: Negligible

Effect on Performance: None

The following shall not appear in the specification language:

The language effect of CCP No. 5, approved by Customer, is included in this proposal as concerns the toilet paper dispenser being deleted.



SAN DIE GO, CALLEGONA

SPEC NO. ZD 22-322		DATE:		
CUSTOMER Japan Air	Lines	MCL 15,011 DTD		
CHANGE NO: 37		MODEL: 22-22 (Convair "880")		
THE Specification Administrative Change (Revision to Flare Dispenser Language and Filter P/N Change)				
REASON FOR CHANGE. To clarify the intent of the specification				
EFFECT O	N WEIGHT .	EFFECT ON BALANCE		
GUAR, WT. EMPTY OPER, WT. EMPTY				
0	0	O INCH LB.		
EFFECT ON GUARANTEED P	ERFORMANCE:			
	None			
The second secon	FUTURE CHANGE PROPOSAL	a Choqueur 10/25/60 ENGINEERING APPROVAL		
LATEST DATE OF ACCEPTA	NCE:	IRPLANES AFFECTED:		
RECUI NON-R TOTAL		FFECT ON PRICE PER AIRPLANE: ECURRING: ON-RECURRING: OTAL:		
ACGEPTEL:		ONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.		

Title: Specification Administrative Change (Revision to Flare

Dispenser Language and Filter P/N Change)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification

Description of Change:

Page 88, Paragraph 3.19.2.6.1 - FLARE DISPENSERS (PROVISIONS):

Delete "(PROVISIONS)" from paragraph title.

Tage 4-9, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "RADIO COMPASS (ADF) SYSTEM" as follows:

From: "2 Filters Collins 635-1"

To: "2 Filters Collins 635F-1"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

The following shall not appear in the specification language:

CCP No. 26 (Revision to Appendix I-C Part Numbers) inadvertently changed the ADF Filter part number from "635F-1" to "635-1". Approval of this proposal will restore the part number to original number which is correct.

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:				
CUSTOMER: Japan Air Lines			MCL	15,071	DTD 10 M	May 1960
CHANGE NO: 36					(Convair	
TITLE: True Air	speed Indicator,	Slave	, Addit	tional,	Installat	ion of
ORIGIN: JAL/Conv	air Meeting 10 Ma	y 1960)			
REASON FOR CHANGE: 0	ustomer request	*				
EFFECT	N WEIGHT *			EFFE	T ON BALAN	CE *
GUAR, WT. EMPTY	OPER. WT, EMPTY					
+3.0 lb	+3.0 lb				+810	INCH LB.
EFFECT ON GUARANTEED P	ERFORMANCE: *	None	9			
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		SAL N	al	lughen	in 9/23/	60
				E	NGINEERING	APPROVAL
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AF	FECTED:		
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:				
		CONV	AIR, A DIVI	ISION OF GE	ENERAL DYNAM	IICS CORP.
BY:						
DATE:					-0	N V A1 (425, 12), 0-1217

Title: True Airspeed Indicator, Slave, Additional, Installation of

Origin: JAL/Convair Meeting 10 May 1960

Reason for Change: Customer request

Description of Change:

Page 46, Paragraph 3.14.1.6 NAVIGATOR'S INSTRUMENTS:

Add the following item to the instrument list:

"One true airspeed indicator (slave)"

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add the following item under "KOLLSMAN INTEGRATED FLIGHT INSTRU-MENT SYSTEM":

"1 Indicator, True Airspeed, Slave (Nav. Sta.)

Kollsman

A32355-10-001"

Effect on Weight Empty: +3.0 Pounds

Effect on Balance: +810 Inch-Pounds

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:			
CUSTOMER: Japan Air Lines	MCL 15,010 DTD			
CHANGE NO: 35	MODEL: 22-22 (Convair "880")			
Specification Administrative Change (Revision to Paragraph 3.12.9.13.2)				
ORIGIN: Convair initiated				
REASON FOR CHANGE: To clarify the inte	nt of the specification.			
EFFECT ON WEIGHT *	EFFECT ON BALANCE *			
GUAR. WT. EMPTY OPER. WT. EMPTY				
0 0	O INCH LB.			
EFFECT ON GUARANTEED PERFORMANCE: *				
None				
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPO PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	N aluqueun 9/20/60			
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:			
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.			
BY:				
DATE	CONVENTION			

CONVAIR: SD

Japan Air Lines Change No. 35

Title: Specification Administrative Change (Revision to Paragraph

3.12.9.13.2)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 41, Paragraph 3.12.9.13.2 EMERGENCY REFUELING:

In the third line, change the word "outboard" to "integral".

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:		
CUSTOMER: Japan Air Lines	MCL 15,088 DTD 15 September		
CHANGE NO: 34	MODEL: 22-22 (Convair "880")		
TITLE: VHF Navigation Instrument	Units, Change to		
ORIGIN: JAL Memorandum No. 5 (S. M. 15 September 1960	HITSUOKA to H. B. DUCKWORTH) dated		
REASON FOR CHANGE: Customer request			
EFFECT ON WEIGHT *	EFFECT ON BALANCE *		
GUAR, WT. EMPTY OPER, WT. EMPTY			
Negligible Negligible	Negligible INCH LB.		
EFFECT ON GUARANTEED PERFORMANCE: *	one		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSED ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOPRIOR ACCEPTANCE OF THE FOLLOWING CHANGES	ON ON ON MALINEY 2 12/4/60		
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:		
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:		
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.		
·BY:	•		
DATE:	CONMAIN, 9.5. 6-1213		

Title: VHF Navigation Instrument Units, Change to

JAL Memorandum No. 5 (S. MITSUOKA to H. B. DUCKWORTH) dated 15 September 1960

Reason for Change: Customer request

Description of Change:

Page A-9, APPENDIX I-C, ELECTRONIC EQUIPMENT:

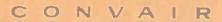
Revise the below item under "VHF NAVIGATION SYSTEM" as follows:

From: "2 Instrument Units 344B-1" Collins

"2 Instrument Units Collins 344B-1A" To:

Effect on Weight Empty: Negligible Effect on Balance: Negligible

Effect on Performance: None



A DIVISION OF GENERAL DYNAMICS CORPORATION AND DIE GO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:		
CUSTOMER: Japan Air Lines	MCL 15,087 DTD 15 September		
CHANGE NO: 33	MODEL: 22-22 (Convair "880")		
THILE Amplifier, Speaker; Char	age to		
JAL Memorandum No. 5 (S. 15 September 1960	MITSUOKA to H. B. DUCKWORTH) dated		
REASON FOR CHANGE: Customer request			
EFFECT ON WEIGHT *	EFFECT ON BALANCE *		
GUAR. WT. EMPTY OPER. WT. EMPTY			
Negligible Negligible	Negligible INCH LB.		
EFFECT ON GUARANTEED PERFORMANCE: * None			
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPO PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	N Attenty of 17/19/av		
	ENGINEERING APPROVAL		
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:		
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:		
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.		
BY			
DATE:			

CONVAIR: SD

Title: Amplifier, Speaker; Change to

Origin: JAL Memorandum No. 5 (S. MITSUOKA to H. B. DUCKWORTH)

dated 15 September 1960.

Reason for Change: Customer request

Description of Change:

Page A-9, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "P.A. SYSTEM" as follows:

From: "1 Amplifier (1/4 ATR) Collins 346D-1"

To: "1 Amplifier (1/4 ATR) Collins 346F-1"

Effect on Weight Empty: Negligible Effect on Balance: Negligible

Effect on Performance: None

The following shall not appear in the specification language:

The 356F-1 amplifier will be bench set to a three-watt nominal output.

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:			
CUSTOMER: Japan Air Lines			MCL 15,086 DTD 15 September		
CHANGE NO: 32A			MODEL: 22-22 (Convair "880")		
TITLE: Fuel Flow	Totalizers, G. E.	, Inst	allation of		
ORIGIN: JAL repres	entative request	on 15	September 1960		
REASON FOR CHANGE:	Customer request				
EFFECT (ON WEIGHT *		EFFECT ON BALANCE *		
GUAR. WT. EMPTY	OPER, WT. EMPTY				
+48.0 lb	+48.0 lb +48.0 lb		+25,345 INCH LB.		
EFFECT ON GUARANTEED P	ERFORMANCE: *	ne			
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	Health 144/60 ENGINEERING APPROVAL		
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:			
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED: C		CONVAI	R, A DIVISION OF GENERAL DYNAMICS CORP.		
UATE			CONVAIR, S. D. BAZETA		

CONVAIR: SD

Title: Fuel Flow Totalizer, G. E., Installation of

Origin: JAL representative request on 15 September 1960

Reason for Change: Customer request

Description of Change:

Page 44a, PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Above illustration will be revised to change "FUEL FLOW" indicator callout to "FUEL FLOW/FUEL CONSUMED" and to add "FUEL RESET" switch.

Page 45, Paragraph 3.14.1.3 CENTER PANEL INSTRUMENTS:

Revise the below item in the instrument list as follows:

From: "*Four fuel flow indicators"

To: "*Four indicators, fuel flow/fuel consumed"

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "ENGINE INSTRUMENTS - FUEL SYSTEM" as follows:

From: "4 Indicator, Fuel Flow Gen. Elec. 8DJ97LAA-1"

To: "4 Indicator, Fuel Flow/
Fuel Consumed Gen. Elec. 8DJ77LAC-2"

Add the following items under the above item:

"4 Amplifier Gen. Elec. 8KE25GAC-1
4 Transmitter, Fuel Flow Gen. Elec. 8TJ59GAR3"
1 Static Inverter Electro

Devel. 2-107E"

Effect on Weight Empty: +48.0 pounds

Effect on Balance: +25,345 inch-pounds

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO. ZD-22-322			DATE:
CUSTOMER: Japan Air Lines			MCL 15,009 DTD
CHANGE NO: 31			MODEL: 22-22 (Convair "880")
TITLE: Specification Specification	n Administrative C n Language and Pil	hange ots'	(Miscellaneous Revisions to Instrument Panel Illustration)
ORIGIN: Convair initi	lated		
REASON FOR CHANGE: TO	clarify the inte	ent of	the specification
EFFECT	ON WEIGHT *	0-1007	EFFECT ON BALANCE *
GUAR. WT. EMPTY O	OPER. WT. EMPTY O		O INCH LB.
EFFECT ON GUARANTEED P	ERFORMANCE: *		
	None		
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF THE COP No. 18	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	allygreun g/4/60 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:
R		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:	
ACCEPTED: BY:		CONVA	NR, A DIVISION OF GENERAL DYNAMICS CORP.

Page 1 of 2

Title: Specification Administrative Change (Miscellaneous Revisions to Specification Language and Pilots' Instrument Panel Illustration)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification

Description of Change:

Page 11, TABLE OF CONTENTS:

Adjacent to 3.12.3, correct spelling of "Propulsion"

Page 25, Paragraph 3.8.4.7 - STEERING CONTROL:

In fifth line from bottom of paragraph, change "hear" to "gear".

Page 32, Paragraph 3.12.4.2.1 - CONSTANT SPRED DRIVE OIL SYSTEM:

In second line of first sentence, correct spelling of "engines".

Page 44, Paragraph 3.14.1 - INSTRUMENTS:

Delete the last six words in the first sentence "(without artificial light during daylight hours)", and repunctuate sentence.

Page 44a, PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Replace above illustration in the specification with Enclosure (A) which relocated "VNE MNE WARNING TEST" and adds "RUDDER BOOST Q TEST & OVERRIDE" to pilot's panel.

Page 57, Paragraph 3.16.7.1.2 - FUSES:

Delete third sentence which is repetitious with second sentence.

Page 88, Paragraph 3.19.2.7.1 - ASH TRAYS:

Add the following to the ash tray list:

"One radio operator/navigator".

Page 88, Paragraph 3.19.2.7.7 - COAT STOWAGE:

Add the following after paragraph title, and delete the sentence:
"(Deleted)"

Japan Air Lines Change No. 31

Page 2 of 2

Page A-3, APPENDIX I-C:

In note on bottom of page correct spelling of "Including" and "reverse".

Page A-4, APPENDIX I-C:

Under "SPERRY C-11 REMOTE COMPASS SYSTEM", change "Flus" to "Flux"

Page A-18, APPENDIX I-D:

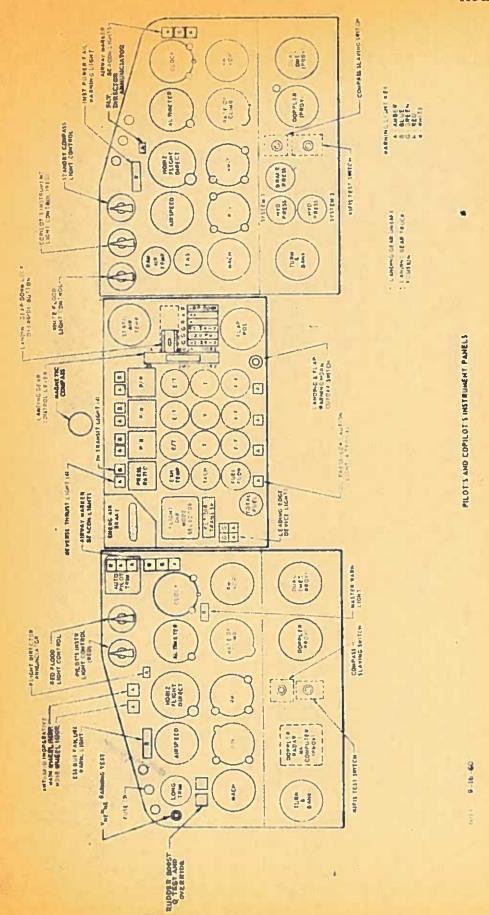
Under "Interior Trim*," change "Wanscot" to "Wainscot"

Enclosure: (A) One copy Page 44a - PILOT'S AND COPILOT'S INSTRUMENT PANELS (Revised)

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance: None

The following shall not appear in the specification language:

Enclosure (A) of this proposal includes the effects of CCP No. 7 (Flight Reference Selector Switch), approved by Customer; and the effects of CCP No. 18 (Revision to Pilots' Instrument Panel and Pedestal Illustrations). Therefore acceptance of this CCP is contingent on prior acceptance of CCP No. 18



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIFFO, CALIFORNIA

SPEC NO.: ZD-22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,008 DTD
CHANGE NO: 30	MODEL: 22-22 (Convair "880")
TITLE: Specification Administrati	ve Change (Revised C. G. Limits Graph)
ORIGIN: Convair initiated	
REASON FOR CHANGE: To furnish an up t	o date C. G. Limits Graph.
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR. WT. EMPTY OPER. WT. EMPTY	
0 0	O INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *	
None	
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AN TOTALS REFLECTED IN A FUTURE CHANGE PROPOSED ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOPPIOR ACCEPTANCE OF THE FOLLOWING CHANGE:	OSAL WANTED
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE:	GONVAIII, S.D. 6-1217A

Title: Specification Administrative Change (Revised C. G. Limits

Graph)

Origin: Convair initiated

Reason for Change: To furnish an up to date C. G. Limits Graph.

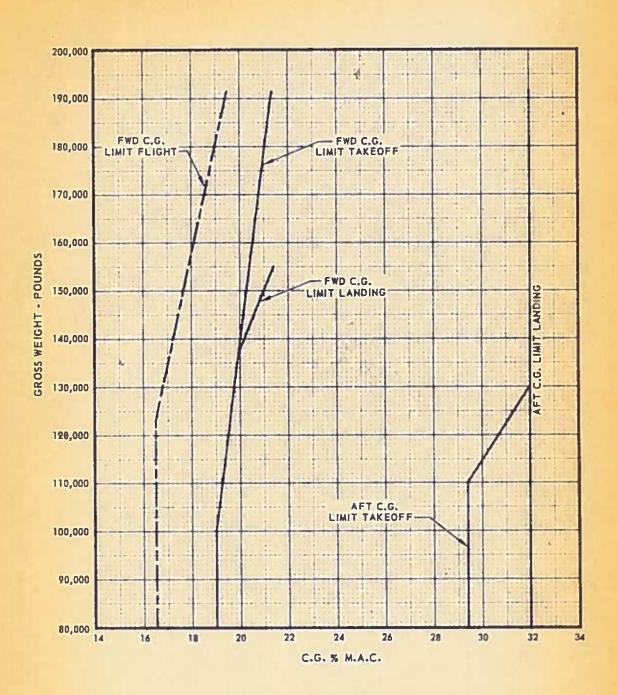
Description of Change:

Page 7a, C. G. DESIGN LIMITS:

Replace above illustration in the specification with Enclosure (A) which adds new aft C. G. Limit takeoff and landing.

Enclosure: (A) One copy Page 7a, C. G. LIMITS (Revised)

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None



C.G. LIMITS JAPAN

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322			DATE:		
CUSTOMER: Japan Air I	Lines		MCL 15,085	DTD 31	August 1960
CHANGE NO: 29			MODEL: 22-22	(Convair	"880")
TITLE ATC Transp	oonder Beacon, Dua	l, In	stallation of		
ORIGIN: JAL Memora 30 August	1960	TUSOK	A to H. B. DUC	KWORTH),	, dated
REASON FOR CHANGE: Cu	istomer request			(**	
EFFECT O	N WEIGHT *		EFFEC	T ON BALAN	ICE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	100000			
+50.0 lb	+50.0 lb		+13,	350	INCH LB.
EFFECT ON GUARANTEED P	ERFORMANCE: * None				
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF THE	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPON		allogeren	m 9/7/0	, o
			EN	IGINEERING	APPROVAL
LATEST DATE OF ACCEPTA		AIRPĻ	ANES AFFECTED:		
SPECIAL PROVISIONS: RE		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED: BY:		CONVA	AIR, A DIVISION OF GEN	ERAL DYNAM	MCS CORP.

CONVAIR: SD

Japan Air Lines Change No. 29

Page 1 of 2

Title: ATC Transponder Beacon, Dual, Installation of

Origin: JAL Memorandum No. 3 (S. MITUSOKA to H. B. DUCKWORTH), dated

30 August 1960

Reason for Change: Customer request

Description of Change:

Page 70, Paragraph 3.17.1 EQUIPMENT:

Revise the first sentence to read as follows:

"The following radio and radar systems shall be furnished and installed by Convair, except as otherwise noted."

Add the following item under "Description":

"*ATC Transponder Beacon (Dual)"

Delete the following item under "Provisions for the following systems shall be made":

"ATC Transponder Beacon (Dual)"

Add the following to the bottom of Page 70:

"*Buyer furnished equipment"

Page 80, Paragraph 3.17.4.2 RADAR SAFETY BEACON (PROVISIONS):

Revise the paragraph title and paragraph to read as follows:

"RADAR SAFETY BEACON: A Buyer-furnished dual, ATC Transponder Beacon shall be installed in the radio rack."

Page 80, Paragraph 3.17.4.2.2 ANTENNA:

Revise the sentence to read as follows:

"Two external-type antennas shall be installed."

CONVAIR: SD Japan Air Lines Change No. 29

Page 2 of 2

Page 80a, ANTENNA ARRANGEMENT:

Above illustration will be revised to show two ATC Radar Beacon antennas installed in lieu of provisions for a second antenna.

Page A-1, APPENDIX I-A, CUSTOMER FURNISHED - CONVAIR INSTALLED:

Add the following to the page:

"ELECTRONIC EQUIPMENT

2 ATC Transponder Beacon Collins 621A-2 50.0 1b"

Page A-9, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "ATC TRANSPONDER BEACON" as follows:

From: "1 Antenna Electronic LB-147"

To: "2 Antenna Electronic Specialties LB-147"

Effect on Weight Empty: +50.0 pounds

Effect on Balance: +13,350 inch-pounds

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIE GO, CALIFORNIA

SPEC NO. ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,006 DTD
CHANGE NO: 27	MODEL: 22-22 (Convair "880")
TITLE Specification Administration Disposal)	ve Change (Delete One Towel
ORIGIN: Convair initiated	
REASON FOR CHANGE: To make specifications tory equipment in	tion consistent with actual lava- stallation.
EFFECT ON WEIGHT *	EFFECT ON BALANCE '
GUAR, WT. EMPTY OPER, WT. EMPTY	
0 0	O INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *	one
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSED ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOPRIOR ACCEPTANCE OF THE FOLLOWING CHANGES	ON alleguener 8/26/60
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE:	CONVAIR, 5, 0, 6-1217

Title: Specification Administrative Change (Delete One Towel Dis-

posal)

Origin: Convair initiated

Reason for Change: To make specification consistent with actual lava-

tory equipment installation.

Description of Change:

Page 87, Paragraph 3.19.2.2.3 MISCELLANEOUS LAVATORY EQUIPMENT:

Revise the top item on the page as follows:

From: "Two towel disposals (one for linen and one for paper)"

To: "One towel disposal"

Effect on Weight Empty: O Effect on Balance: O Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,005 DTD
CHANGE NO: 26	MODEL: 22-22 (Convair "880")
TITLE Specification Administrative Equipment Part Numbers, and	Change (Revision to Appendix I-C Delete Airline Shaver)
ORIGIN: Convair initiated	
REASON FOR CHANGE: To provide current items, and JAL required bilingual list.	part numbers for subject equipment uest to delete Airline Shaver from
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR. WT. EMPTY O O O O	O INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *	one
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AN TOTALS REFLECTED IN A FUTURE CHANGE PROPORTION ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPPRIOR ACCEPTANCE OF THE FOLLOWING CHANGE Change Order No. 2	ON alagueur 163
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED: -
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE:	CONVENDED 61,17

Japan Air Lines Change No. 26

Page 1 of 4

Title:

Specification Administrative Change (Revision to Appendix I-C

Equipment Part Numbers, and Delete Airline Shaver)

Origin:

Convair initiated

. Reason for Change:

To provide current part numbers for subject equipment items, and JAL request to delete Airline Shaver

from bilingual list.

Description of Change:

Page 10, Paragraph 3.2.5 SIGNS, PLACARDS, NAMEPLATES:

Delete the below item under "The following signs shall be bilingual (Japanese-English)", and reletter the remaining items "x" to "aa":

"x. Airline Shaver"

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below items under "FLIGHT INSTRUMENTS" as follows:

From:	"l	Indicator, Longitu- dinal Trim	U. S. Gauge	SRL-012A
	7	Indicator, Flap	o. b. dadge	DIM-012H
		Position (Dual)	Gen. Electric	8DJ91LAB-Y-1
	2	Indicator, Radio		
		Magnetic	Eclipse-Pioneer	36126-1AF-25-A-1
	1	Indicator, Radio Magnetic"		

		Magnetic"		
To:	"l	Indicator, Longi-		
	1	tudinal Trim Indicator, Flap	U. S. Gauge	SRL-012C
	eta	Position (Dual)	Gen. Elec.	8DJ91LAB-Y-1 or 8DJ91LAB-1
	3	Indicator, Radio		
		Magnetic	Eclipse-Pioneer	36126-1AF-25-A-1"

Add the following item under "FLIGHT INSTRUMENTS":

"1 Servo Amplifier Collins 333B-3"

Under "SPERRY FLIGHT NAVIGATION SYSTEM", change the following:

From: "3 Servo Amplifier Sperry 618379"

Page 2 of 4

To: "4 Servo Amplifier Sperry 618379"

Revise the below item under "SPERRY C-11 REMOTE COMPASS SYSTEM" as follows:

From: "2 Indicator, Radio Mag-

netic Direction (with Power Failure

(With Power Failure Flag) (C-6B)

Sperry"

To: "2 Indicator, Radio Mag-

netic Direction (with Power Failure

Flag) (C-6B) Sperry

1777215-623"

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Fill in part numbers for the below items under "ENGINE INSTRUMENTS-FUEL SYSTEM" as follows:

112	Indicator, Fuel Qty		
	Totalizer	Simmonds	393032-02929
2	Indicator, Fuel Qty Counter		The same of the same of
	Pointer Type, Tanks 1 & 4	Simmonds	383053-12919
2	Indicator, Refuel Quantity		
	Tanks 1 and 4	Simmonds	383093-04921
2	Indicator, Refuel Quantity		
	Tanks 2 and 3	Simmonds	383093-04922
5	Indicator, Fuel Qty Counter		
	Pointer Type, Tanks 2 & 3	Simmonds	383053-12920
1	Indicator, Fuel Quantity,		
	Center Section	Simmonds	383053-13930
1	Indicator, Refuel Quantity,		
	Center Section	Simmonds	383093-09420"

Page A-6, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below items under "ENGINE INSTRUMENT - OIL SYSTEM" as follows:

From:		Indicator, 0:		Simmonds	393024-01842
		Indicator, 0: sure Indicator, 0: perature		U. S. Gauge	SR-04A 162023A"
To:	"4	Indicator, On tity	il Quan-	Simmonds	393024-03842

Japan Air Lines Change No. 26

Page 3 of 4

4	Indicator,	011	Pres-				
4	sure Indicator,				S.	Gauge	SR-04B
	perature	011	#GIII-	Le	vis		162023"

Page A-6, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below items under "PRESSURIZATION, HEATING AND AIR CONDITIONING" as follows:

From:	2	Indicator, Cabin Supercharger RPM Indicator, Cabin Supercharger Bear-	Ham. Standard	535461
		ing Temperature	Fenwal	800623"
To:	"2	Indicator, Cabin Supercharger RPM Indicator, Cabin Supercharger Bear-	Ham, Standard	562208
		ing Temperature	Fenwal	(P/N to be supplied)

Page A-7, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below items under "HYDRAULIC AND PNEUMATIC" as follows:

From:	"2	Indicator, Hydraulic		
	1	Pressure Indicator, Emergency	U. S. Gauge	SRL-07J
		Air Brake Pressure	U. S. Gauge	AW1826-ADO1
	Ţ	Indicator, Brake Hy-		
	2	draulic Pressure Indicator, Hydraulic	U. S. Gauge	SRL-07L
		Fluid Temperature	Lewis	162C22A"
To:	"2	Indicator, Hydraulic		
		Pressure	U. S. Gauge	SRL-07K
	1	Indicator, Emergency		
	-	Air Brake Pressure	U. S. Gauge	AW1826-AD02
	1	Indicator, Brake Hy- draulic Pressure	77 0 0	277 0711
	2	Indicator, Hydraulic	U. S. Gauge	SRL-07W
	_	Fluid Temperature	Lewis	162022"

CONVAIR: SD

Japan Air Lines Change No. 26

Page 4 of 4

Page A-9, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "RADIO COMPASS (ADF) SYSTEM" as follows:

From: "2 Filters Collins 635F-1"

To: "2 Filters Collins 635-1"

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "HF COMMUNICATION" as follows:

From: "1 Frequency Chart Gables G-587"

To: "1 Frequency Chart Pan-American PA-13C"

Revise the below item under "CONTROL PANELS" as follows:

From: "1 Dual IIF Control Panel Gables G-1033"

To: "1 Dual HF Control Panel Gables G-1033V"

Page A-11, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "LORAN" as follows:

From: "1 Receiver EDO 22760"

<u>To:</u> "1 Receiver EDO 31742"

Effect on Weight Empty: O Effect on Balance: O

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIE GO, CALIFORNIA

SPEC NO.: ZD- 22-322			DATE:	1007		
CUSTOMER: Japan Air	Lines		MCL 15,084	DTD 11	August	1960
CHANGE NO: 25			MODEL: 22-22	(Convai	r "880"	1)
TITLE: Smoke Gog	gles, Change in St	owage	e of			
ORIGIN: Japan Air	Lines requested					
REASON FOR CHANGE: A	as above					
EFFECT	ON WEIGHT *		EFFEC	T ON BALA	NCE *	
GUAR, WT. EMPTY	OPER. WT. EMPTY				100	
Neg.	Neg.			Neg.	INCH	LB.
EFFECT ON GUARANTEED P	PERFORMANCE: * None					
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH. PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPOR	SAL N	a Avgerer	W 8 1		AL.
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:			
SPECIAL PROVISIONS:		RECUR NON-R	ET ON PRICE PER AIRRING:ECURRING:			
ACCEPTED:		CONV	AIR, A DIVISION OF GE	NERAL DYN	AMICS CORP	
BY:						
DATE:	ALEXA CONTRACTOR			-	0 V V A I 1, 10, 2	0-121 / A

Japan Air Lines Change No. 25

CONVAIR: SD

Title: Smoke Goggles, Change in Stowage of

Origin: Japan Air Lines requested

Reason for Change: As above

Description of Change:

Page 45a, PILOT'S AND COPILOT'S CONSOLE AND WING PANELS:

Above illustration will be revised to delete "SMOKE GOGGLES" in four places.

Page 93, Paragraph 3.19.5.5 MASKS:

Add the following to the end of the paragraph:

"Hooks shall be provided in the pilot compartment for stowage of five crew smoke goggles."

Effect on Weight Empty: Negligible Effect on Balance: Negligible Effect on Performance: None

A DIVISION OF GENERAL SYNAMICS CORPORATION SAN DIL GO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO .: ZD- 22-322			DATE:			
CUSTOMER Japan At	r Lines		MCL 15,	084	Revised DTD 17 October	19
CHANGE NO. 25A			MODEL:	22-22	(Convair "880) ¹¹)
TITLE Specification Goggles)	on Administrative (Change	e (Chang	e in Si	towage of Smoke	
ORIGIN: Convair init	ciated					
REASON FOR CHANGE: To	clarify smoke gog	ggle	stowage,	and r	evision to	
EFFECT	N WEIGHT *			EFFECT	ON BALANCE '	
GUAR, WT. EMPTY	OPER. WT. EMPTY					
Negligible	Negligible			N	egligible INCH	LB.
EFFECT ON GUARANTEED F	ERFORMANCE: * None	Hoteliako je 24 da			e)	
ACCEPTANCE OF THIS CH	FUTURE CHANGE PROPOS	1	alu		UN 60 125 60 GINEERING APPROVA	4.
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFE	CTED:		
SPECIAL PROVISIONS:		RECUR NON-RI	ECURRING:		PLANE:	
ACCEPTED		CONVA	IR, A DIVISIO	ON OF GEN	ERAL DYNAMICS CORP.	
BY:						

TRUNCALIZATOR GREETA

DATE:

Japan Air Lines Change No. 25A

CONVAIR: SD

Title: Specification Administrative Change (Change in Stowage of

Smoke Goggles)

Origin: Convair initiated

Reason for Change: To clarify smoke goggle stowage, and revision to

CCP No. 25

Description of Change:

Page 45a, PILOT'S AND COPILOT'S CONSOLE AND WING PANELS:

Above illustration will be revised to delete "SMOKE GOGGLES" in four places.

Page 93, Paragraph 3.19.5.5 MASKS:

Add the following to the end of the paragraph:

"Holders shall be provided in the pilot compartment for the stowage of five crew smoke goggles."

Effect on Weight Empty: Negligible Effect on Balance: Negligible Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322			DATE:				
CUSTOMER: Japan At	ir Lines		MCL 15,068 DTD 10 May				
CHANGE NO: 24			MODEL: 22-22	(Convair "880")			
TITLE: Audio System, Changes to		14 %					
ORIGIN: JAL/CON	WAIR Meeting 10 Mag	y 1960)	2 * E			
REASON FOR CHANGE:	Customer request	S. A.					
	• 8 ·			3-			
EFFECT	ON WEIGHT *		EFFEC	T ON BALANCE *			
GUNR. WT. EMPTY	OPER. WT. EMPTY			M LIL			
-12.0 lb	-12.0 lb			-3,114 INCH LB.			
EFFECT ON GUARANTEED	PERFORMANCE: * None	9					
ACCEPTANCE OF THIS CH	LL BE ACCUMULATED AND A FUTURE CHANGE PROPOSHANGE IS DEPENDENT UPONTHE FOLLOWING CHANGES:	AL N	alvqueun	[10 60			
	9 8		ΕN	GINEERING APPROVAL			
LATEST DATE OF ACCEPTA	ANCE:	AIRPLA	ANES AFFECTED:				
RECU NON-		RECUR	ECT ON PRICE PER AIRPLANE: URRING: RECURRING: AL:				
ACCEPTED:		CONVA	R, A DIVISION OF GEN	ERAL DYNAMICS CORP.			
BY:	5	*3		W SEW			
DATE:	22.00			CON VAIR, S.D. 6-1217A			

CONVAIR: SD

١:

Japan Air Lines Change No. 24

Page 1 of 2

Title: Audio System, Changes to

Origin: JAL/CONVAIR Meeting 10 May 1960

Reason for Change: Customer request

Description of Change:

Page 44b, PILOT'S AND COPILOT'S PEDESTAL:

Above illustration will be revised to delete "PUBLIC ADDRESS" and show "SPACE" in lieu of.

Page 45a, PILOT'S AND COPILOT'S CONSOLE AND WING PANELS:

Above illustration will be revised to delete pilot's and copilot's "MIKE SELECT PANEL".

Page 45b, FLIGHT ENGINEER'S PANEL:

Above illustration will be revised to delete "MIKE SELECT".

Page 45c, PILOT'S AND COPILOT'S OVERHEAD CONTROL PANEL:

Above illustration will be revised to show "PUBLIC ADDRESS".

Page 70, Paragraph 3.17.1.1 CONTROL PANELS:

Revise the below item under "Description" as follows:

From: "Audio Selector (5)"

To: "Audio Selector (4)"

Delete the following item:

"Microphone Selector (4)"

Page 76, Paragraph 3.17.2.3.1 AUDIO SELECTOR:

Delete the third sentence which reads: "An audio selector panel shall be provided near the radio rack."

CONVAIR: SD

Japan Air Lines Change No. 24

Page 2.of 2

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "CONTROL PANELS" as follows:

From: "5 Audio Selector Panel Gables G-567"

To: "4 Audio Selector Panel Pan-Air Electronics PA-41G"

Delete the below item under "CONTROL PANELS":

"4 Microphone Selector Panel Gables G-802"

Effect on Weight Empty: -12.0 pounds

Effect on Balance: -3,114 inch-pounds

Effect on Performance: None

The following shall not appear in the specification language:

This proposal also includes the installation of the following:

- (a) Three, 2-PDT muting relays on audio junction panel.
- (b) Larger version Frequency Chart.



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIVIGO, CALIFORNIA

SPEC NO.: ZD- 22-322			ATE:			
CUSTOMER: Japan Air	Lines	h.	ACL 15	,076	_DTD 20	May 1960
CHANGE NO: 23						ir "880")
TITLE Squelch Contr	ol on VHF Communic	ation	Contr	ol Pan	el, Inst	allation of
1 200 200 200 200 200 200 200 200 200 20	testing 10 May 106	0				
ORIGIN: JAL/Convair M	eeting, 19 may 190					
REASON FOR CHANGE: C	ustomer request					
EFFECT	ON WEIGHT .			EFFE	CT ON BALA	NCE '
GUAR, WT. EMPTY	OPER, WT. EMPTY			Ne	va.	
Neg.	Neg.			110	.	INCH LB.
EFFECT ON GUARANTEED F						
100	None					
· NEGLIGIBLE CHANGES WIL	L BE ACCUMULATED AND FUTURE CHANGE PROPOS	AL	CI	lug ne	mr 8/	10/60
	ANGE IS DEPENDENT UPOR			J		
PRIOR ACCEPTANCE OF T	THE FOLLOWING CHANGES:					
		27 9			ENGINEERIN	IG APPROVAL
	The state of the s					Contract to the second
LATEST DATE OF ACCEPTA	ANCE:	AIRPL	ANES AF	FECTED:		
LATEST DATE OF ACCEPTA	ANCE:	AIRPL	ANES AF	FECTED:		
SPECIAL PROVISIONS:	ANCE:	EFFEC	T ON PR	HCE PER	AIRPLANE:	
	ANCE:	EFFEC	T ON PR	HCE PER	AIRPLANE:	
	ANCE:	EFFEC RECUR NON-RI	T ON PR	HICE PER	AIRPLANE:	
	ANCE:	EFFEC RECUR NON-RI TOTAL	T ON PR	IG:	AIRPLANE:	
SPECIAL PROVISIONS: ACCEPTED:		EFFEC RECUR NON-RI TOTAL	T ON PR	IG:	AIRPLANE:	
SPECIAL PROVISIONS: ACCEPTED:		EFFEC RECUR NON-RI TOTAL	T ON PR	IG:	AIRPLANE:	

CONVAIR: SD

Japan Air Lines Change No. 23

Title:

Squelch Control on VHF Communication Control Panel,

Installation of

Origin:

JAL-CONVAIR Meeting, 19 May 1960

Reason for Change: Customer request

Description of Change:

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "CONTROL PANELS" as follows:

From: "VHF Comm/VHF Nav. (ILS, DMET) Gables G-510V"

To: "VHF Comm/VHF Nav. (ILS, DMET) Gables (P/N to be supplied)"

Effect on Weight Empty: Neg. Effect on Balance: Neg. Effect on Performance: None

The following shall not appear in the specification language:

The new VHF Communication Control Panel will be similar to the panel it replaces except a squelch control feature will be incorporated therein.

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIF GO, CALIFORNIA

SPEC NO .: ZD- 22-322			DATE:_				
CUSTOMER: Japan Ai	r Lines		MCL	5,075	DTD 2	May	1960
CHANGE NO: 22			MODEL:	22-22	(Conva:	lr "8	80")
TITLE: Two C-11 of	Compass Controlle	ers or	Overh	nead Pan	el, Ins	talla	tion
ORIGIN: JAL/CONV	AIR Meeting 19 Mag	y 1960)				
REASON FOR CHANGE:	Customer request						
EFFECT	ON WEIGHT *			EFFEC	T ON BALA	NCE *	
GUAR, WT. EMPTY	OPER, WT. EMPTY						
+8.0 lb	+8.0 lb				+2,19	7 11	ICH LB.
EFFECT ON GUARANTEED P	PERFORMANCE: * None	Э					
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	a	avger	IGINEERING		
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFI	ECTED:			
REC		RECUR NON-RE	FECT ON PRICE PER AIRPLANE; CURRING: N-RECURRING: TAL:				
ACCEPTED:		CONVA		SION OF GEN			
BY:							
DATE:						SHVAIR	U/20 6-1217.

CONVAIR: SD

Japan Air Lines Change No. 22

Two C-11 Compass Controllers on Overhead Panel, Installation Title:

of

Origin: JAL/CONVAIR Meeting 19 May 1956

Reason for Change: Customer request

Description of Change:

Page 44a, PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Above illustration will be revised to delete the compass slaving switch from the pilot's to copilot's panels.

Page 45c, PILOT'S AND COPILOT'S OVERHEAD CONTROL PANEL:

Above illustration will be revised to show two C-11 compass controllers.

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add the following items under "SPERRY C-11 REMOTE COMPASS SYTEM:

Compass Controllers Sperry 1775132 Power Supply Modules Sperry 1775143"

Effect on Weight Empty: +8.0 pounds Effect on Balance: +2,197 inch-+2,197 inch-pounds

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO. ZD- 22-322			DATE:		
CUSTOMER: Japan Air	Lines		MCL 15,073	DTD_2	0 May 1960
CHANGE NO: 21			MODEL: 22-22	(Convai	r "880")
TITLE: Dual Control	Panel, ATC Transpo	nder,	Installatio	n of	
ORIGIN: JAL/CONVAIR REASON FOR CHANGE: C	Meeting, 19 May 19	960			10
ALASSIT OK CHANGE.	and the state of t			T. T.	
EFFECT	N WEIGHT *		EFFE	CT ON BA	LANCE *
GUAR, WT. EMPTY Neg.	OPER. WT. EMPTY		Y	leg.	INCH LB.
EFFECT ON GUARANTEED F	PERFORMANCE: * None				
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPOR		Allogener		ING APPROVAL
LATEST DATE OF ACCEPTA	NCE:	AIRPL.	ANES AFFECTED:		
SPECIAL PROVISIONS:		RECUR NON-R			
ACCEPTED:		CONVA	AIR, A DIVISION OF G	ENERAL D	YNAMICS CORP.
DATE					TOTAL SALES SHEET

Japan Air Lines Change No. 21

CONVAIR: SD

Title: Dual Control Panel, ATC Transponder, Installation of

Origin: JAL/CONVAIR Meeting, 19 May 1960

Reason for Change: Customer request

Description of Change:

Page 71, Paragraph 3.17.1.1 - CONTROL PANELS:

Add the following item under "Description":

"ATC Transponder Beacon (Dual)"

Delete the below item under "Provisions for the following control panels shall be made:"

"ATC Transponder Beacon (Dual)"

Fage 80, Paragraph 3.17.4.2.1 - CONTROL:

Revise the sentence to read as follows:

"One dual ATC Transponder Beacon control panel shall be installed on the pilot's pedestal."

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Add the following item under "CONTROL PANELS"

"Dual ATC Transponder Lescon Control Panel Gables G-565"

Effect on Performance: Neg. Hone

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

Revised
MCL 15,077 DTD 23 August 196
MODEL: 22-22 (Convair "880")
Computer and Controller, Revision to
May 1960
, and revision to CCP No. 20.
EFFECT ON BALANCE *
Α.)
+300 INCH LB.
ne
PON ES:
ENGINEERING APPROVAL
AIRPLANES AFFECTED:
EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
T. No P

CONVAIR: SD

Japan Air Lines Change No. 20A

Title: Autopilot Flight Control Computer and Controller, Revision to

Part Numbers of

Origin: JAL/Convair Meeting of 19 May 1960

Reason for Change: Customer request, and revision to CCP No. 20.

Description of Change:

Page A-6, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below items under "AUTOPILOT TYPE SP-30" as follows:

From: "1 Computer, Flight Control Sperry 1776003-1 1 Automatic Pilot Controller Sperry 1776001-1"

To: "1 Computer, Flight Control Sperry (P/N to be suppli-1 Automatic Pilot Controller Sperry 1776001-5"

Effect on Weight Empty: +1.0 pound

Effect on Balance: +300 inch-pounds

Effect on Performance: None

The following shall not appear in the specification language:

The computer will be similar to Sperry 1776003-1 except that it will be modified to include provisions for doppler input.

This proposal also includes the installation of wiring between the autopilot flight control computer, doppler navigator computer and doppler controller.



CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:			
CUSTOMER: Japan Air Lines		MCL 15,004 DTD			
CHANGE NO: 18			MODEL: 22-22 (Cor	nvair "880")	
TITLE: Specification Admi Instrument Panel a	nistrative C and Pedestal	Change	(Revision to Pil trations)	Lots	
ORIGIN: Convair initiated					
REASON FOR CHANGE: To clar	rify the inte	ent of	the specification	on	
EF, FECT ON WEIGH	IT *		EFFECT ON	BALANCE *	
GUAR, WT. EMPTY OPER, Y	VT. EMPTY	•			
Neg.	Neg.		Neg.	INCH LB.	
EFFECT ON GUARANTEED PERFORM	ANCE: * None				
NEGLIGIBLE CHANGES WILL BE ACTOTALS REFLECTED IN A FUTURE ACCEPTANCE OF THIS CHANGE IS IN PRIOR ACCEPTANCE OF THE FOLL	CHANGE PROPOS DEPENDENT UPO	SAL N	alvgerens	8/2/60	
LATEST DATE OF ACCEPTANCE:		AIRPL	ANES AFFECTED:		
R N		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:			
ACCEPTED:		CONVA	IR, A DIVISION OF GENERAL	DYNAMICS CORP.	
BY:					
DATE:				(CONVAIDED 01217)	

CONVAIR: SD Japan Air Lines Change No. 18

Title: Specification Administrative Change (Revision to Pilots'

Instrument Panel and Pedestal Illustrations)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 44a, PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Replace above illustration in the specification with Enclosure (A) which deletes "MAIN LANDING GEAR" and "NOSE LANDING GEAR" on pilot's panel and adds "MAIN WHEEL INOP."

Page 44b, PILOT'S AND COPILOT'S PEDESTAL:

Replace above illustration in the specification with Enclosure (B), which deletes "MALFUNCTION LIGHTS".

Enclosures: (A) One copy Page 44a, PILOT'S AND COPILOT'S INSTRUMENT PANELS (Revised)

(B) One copy Page 44b, PILOT'S AND COPILOT'S PEDESTAL (Revised)

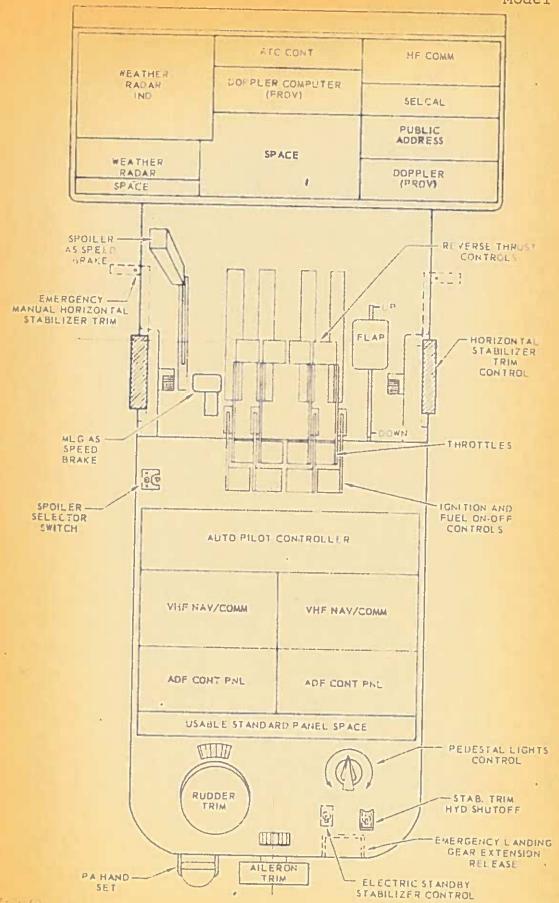
Effect on Weight Empty: Negligible Effect on Balance: Negligible

Effect on Performance: None

04-1-8 -105

PILOT S AND COPILOT S INSTRUMENT PAHELS

Page 44b Report No. ZD-22-321 Model 22M



7-11-10

PILOT'S AND CO-PILOT'S PEDESTAL

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:		
JSTOMER: Japan Air Lines		MCL 15,083 DTD		
CHANGE NO: 17		MODEL: 22-22 (Convair "880")		
TITLE: Main System Hydr	caulic Pumps, Ch	ange to		
ORIGIN: Convair initiate	ed.			
REASON FOR CHANGE: Product i	Improvement			
EFFECT ON WEIGHT	*	EFFECT ON BALAN	ICE *	
GUAR, WT. EMPTY OPER, WT	T. EMPTY			
+31.0 lb	+31.0 lb	+23,091	INCH LB.	
EFFECT ON GUARANTEED PERFORMA	NCE: *			
and have described a service of the	None			
NEGLIGIBLE CHANGES WILL BE ACC TOTALS REFLECTED IN A FUTURE OF ACCEPTANCE OF THIS CHANGE IS DI PRIOR ACCEPTANCE OF THE FOLLO	EPENDENT UPON	Alvgerenor 7/20/	60	
		ENGINEERING	APPROVAL	
LATEST DATE OF ACCEPTANCE:	AIRPL	ANES AFFECTED:		
R N		TON PRICE PER AIRPLANE: RRING: ECURRING:		
ACCEPTED: . CON		AIR, A DIVISION OF GENERAL DYNAM		
ВҮ				
DATE				

CONVAIR: SD Japan Air Lines Change No. 17

Title: Main System Hydraulic Pumps, Change to

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page A-12, APPENDIX I-C, HYDRAULIC AND PNEUMATIC EQUIPMENT:

Revise the below item under "Description" as follows:

From: "4 Pump, Main System

(Variable Displacement

Type) Ham. Standard"

To: "4 Pump, Main System

(Variable Displacement

Type) Vickers AS-61695-L-2"

Effect on Weight Empty: +31.0 pounds

Effect on Balance: +23,091 inch-pounds

Effect on Performance: None

The following shall not appear in the Specification language:

The hydraulic pump will incorporate one electrical depressurization valve and one blocking valve. The bolt-on ports will be modified to suit the Model 22 installation, and the yoke blocked back to a 6 gpm rating in lieu of 10 gpm.

This proposal also deletes the four accumulators in the hydraulic return lines, since these accumulators are not required with the Vickers pump.

A DIVISION OF GENERAL DYNAMICS COMPORATION SAN DIEGO, CALIFORNIA

PEC NO.: ZD- 22-322			DATE:			NEW CERTAIN
CUSTOMER: Japan Air Lines			MCL 15,003	DTD	24 J1	une 1960
CHANGE NO: 14			MODEL: 22-22	(Conva	ir "8	380")
	ation Administrations, Relocation of		nange (Signal	Pistol	Stowa	age
ORIGIN: Convair	initiated					
	o relocate for sai			preventi	ng	
EFFECT (ON WEIGHT *	STORES TO	EFFE	CT ON BALA	NCE .	
GUAR. WT. EMPTY	OPER, WT, EMPTY					
Neg.	Neg.			Ne	g. I	NCH LB.
EFFECT ON GUARANTEED P	PERFORMANCE: * None					
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPOR	SAL N	alwaeren 6/28/60			
	uma china faga utolica mari si con con		E	ENGINEERIN	G APP	ROVAL
LATEST DATE OF ACCEPTANCE:		AIRPL	ANES AFFECTED:			
SPECIAL PROVISIONS:		RECUR NON-RE	T ON PRICE PER A RING: ECURRING:			
ACCEPTED: CC		CONVA	IR, A DIVISION OF GI	ENERAL DYNA	AMICS C	ORP.
BY:						
DATE:					351 V 415	() () () () () ()

CONVAIR: SD Japan Airlines Change No. 14

Title: Specification Administrative Change (Signal Pistol Stowage

Provisions, Relocation of)

Origin: Convair initiated

Reason for Change: To relocate for safety precautions, preventing

passenger access to these items.

Description of Change:

Page 88, Paragraph 3.19.2.6.2 SIGNAL PISTOL:

Change paragraph and title to read as follows:

"SIGNAL PISTOL (PROVISIONS): Provisions for the stowage of one Kilgore G-37-K signal pistol and six Kilgore 3-27 shells shall be made in the pilot's compartment. These items shall be Customer furnished.

Effect on Weight Empty: Negligible Effect on Balance: Negligible

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,074 DTD 20 May 1960
CHANGE NO: 12	MODEL: 22-22 (Convair "880")
TITLE: Spare Radio Equipment Stowag	ge in Electronic Rack, Provisions for
ORIGIN: JAL/CONVAIR Meeting of 19 Ma	ay 1960
REASON FOR CHANGE: Customer request	
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR, WT. EMPTY OPER, WT. EMPTY	
+2.0 lb +2.0 lb	+550 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * None	
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPO PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES.	SAL alloqueum 7/3/60
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED: BY: DATE:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Э,

Title: Spare Radio Equipment Stowage in Electronic Rack, Provisions

JAL/CONVAIR Meeting of 19 May 1960 Origin:

Reason for Change: Customer request

Description of Change:

Page 80, Add the following new paragraph after Paragraph 3.17.3.7.2:

"3.17.3.7.3 SPARE RADIO EQUIPMENT STOWAGE PROVISIONS: Stowage provisions (less wiring) shall be made in the electronic rack for the following spare radio equipment:

> 1 H.F. Transmitter, ATOM (1/2 ATR) Α.

1 H.F. Receiver, STAR (1/2 ATR)

C. 1 ADF Receiver, 51Y-3 (1/2 ATR)
D. 1 Instrument Unit, 344B-1 (1/2 ATR)
E. 1 Loran Receiver, 31742 (3/4 ATR)"

Effect on Weight Empty: +2.0 pounds

Effect on Balance: +550 inch-pounds

Effect on Performance: None



A DIVISION OF GENERAL DYNAMICS CORPOHATION SAN DIE GO, CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:	
CUSTOMER: Japan Air Lines		MCL 15,002 DTD 15 June 1960	
CHANGE NO: 11		MODEL: 22-22 (Convair "880")	
Relocation	ion Administrative C of)	hange	(Emergency Radio Transmitter,
ORIGIN Convair in	itiated		
REASON FOR CHANGE:	To correct actual l in the specificatio		on of Emergency Radio Transmitte
EFFE	CT ON WEIGHT .		EFFECT ON BALANCE
GUAR, WT. EMPTY	OPER, WT. EMPTY		
None	None		None INCH LB.
EFFECT ON GUARANTE	ED PERFORMANCE: * None		
TOTALS REFLECTED I	WILL BE ACCUMULATED AND N A FUTURE CHANGE PROPO CHANGE IS DEPENDENT UPO OF THE FOLLOWING CHANGES)SAL)N	alluguenn 6/n/6" ENGINEERING APPROVAL
LATEST DATE OF ACCE	PTANCE:	AIRPL	ANES AFFECTED:
RECL NON-		RECUR	CT ON PRICE PER AIRPLANE: RRING: LECURRING:
		AIR, A DIVISION OF GENERAL DYNAMICS CORP.	
DATE:	- TANKE		Convention Sure

Japan Air Lines CONVAIR: SD Change No. 11

Specification Administrative Change (Emergency Radio Transmitter, Title:

Relocation of)

Origin: Convair initiated

Reason for Change: To correct actual location of Emergency Radio Trans-

mitter in the Specification.

Description of Change:

pd. 0 .

Page 80, Paragraph 3.17.3.6 - EMERGENCY RADIO TRANSMITTER:

Change the paragraph to read as follows:

"Provisions shall be made for the stowage of one AN/CRT-3 emergency radio transmitter in the right hand forward coat compartment".

Effect on Weight Empty: None Effect on Balance: Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,078 DTD 8 June 1960
CHANGE NO: 10	MODEL: 22-22 (Convair "880")
TITLE: Main Tires, Fabric Reinforced	, Installation of
ORIGIN: Convair initiated	
REASON FOR CHANGE: Product improvement	
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR, WT. EMPTY OPER, WT. EMPTY	
+23.0 lb +23.0 lb	+20,194 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * None	
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPO PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	N (1 (lastered 8)60
LATER BATE OF ACCEPTANCE	AIRPLANES AFFECTED:
LATEST DATE OF ACCEPTANCE:	AIRPLANES AI FECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE:	CONVAIN, S.O. 6-12174

Japan Air Lines Change No. 10

CONVAIR: SD

Title: Main Tires, Fabric Reinforced, Installation

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page A-14, APPENDIX I-C, LANDING GEAR EQUIPMENT:

Revise the below item under "Description" as follows:

From: "8 Tire, Main Wheel (39 x 13)
Type VII 22 Ply Rating,
Skid Depth .25-inches)
U. S. Rubber"

To: "8 Tire, Main Wheel (39 x 13)
(Type VII, 22-Ply Rating,
Fabric-Reinforced Tread,
Skid Depth .35-inch)
U. S. Rubber"

Effect on Weight Empty: +23.0 pounds

Effect on Balance: +20,194 inch-pounds

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,070 DTD 10 May 1960
CHANGE NO: 9	MODEL: 22-22 (Convair "880")
TITLE: Radio and Flight Director Sy	stem, Interconnection of
ORIGIN: JAL/CONVAIR Meeting of 10 Ma	ıy 1960
REASON FOR CHANGE: Customer request	
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR. WT. EMPTY OPER. WT. EMPTY	
+4.0 lb +4.0 lb	+1,055 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *	one
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPO ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOPRIOR ACCEPTANCE OF THE FOLLOWING CHANGES	SAL (Maren 160
	ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED: BY:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
DATE:	TOY VALUE BALLEY A

Japan Air Lines Change No. 9

CONVAIR: SD

Radio and Flight Director System, Interconnection of Title:

JAL/CONVAIR Meeting of 10 May 1960 Origin:

Reason for Change: Customer request

Description of Change:

Page 44a, PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Above illustration will be revised to show instrument switch for Nav. Glide Slope No. 1 and No. 2.

Page 46 - Change paragraph number of "PERISCOPIC SEXTANT (PROVISIONS ONLY)" from "3.14.2" to "3.14.2.1"

Add following over new Paragraph 3.14.2.1:

"3.14.2 FLIGHT AND NAVIGATIONAL INSTRUMENTS AND INTERCONNECTION: "

Add the following new paragraph after Paragraph 3.14.2.1:

INTERCONNECTION OF EQUIPMENT: The flight director "3.14.2.2 system shall be interconnected with VHF Navigation Systems No. 1 and No. 2, so that inputs to the flight director system may be selected from either VHF navigation system.

Effect on Weight Empty: +4.0 pounds Effect on Balance: Effect on Performance:

+1,055 inch-pounds

None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-22-322	DATE:					
CUSTOMER: Japan Air Lines	MCL 15,067 DTD 10 May 1960					
CHANGE NO: 8	MODEL: 22-22 (Convair "880")					
TITLE: Altitude Control, Sperry I tion of	Integrated Flight System Installa-					
ORIGIN: JAL/CONVAIR Meeting of 10 May 1960						
REASON FOR CHANGE: Customer request						
EFFECT ON WEIGHT *	EFFECT ON BALANCE *					
GUAR. WT. EMPTY OPER. WT. EMPTY						
+4.0 lb +4.0 lb	+1,326 INCH LB.					
EFFECT ON GUARANTEED PERFORMANCE: * Nor	ne					
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSED ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOPRIOR ACCEPTANCE OF THE FOLLOWING CHANGES	ON AWA 1260					
	ENGINEERING APPROVAL					
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:					
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:					
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.					
BY:						
DATE.	CONVAIN SO GITTO					

Japan Air Lines CONVAIR: SD Change No. 8

Altitude Control, Sperry Integrated Flight System, Installa-Title:

tion of

JAL/CONVAIR Meeting of 10 May 1960 Origin:

Reason for Change: Customer request

Description of Change:

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add the following item under "SPERRY FLIGHT NAVIGATION SYSTEM":

"1 Altitude Control

Sperry 620399-2"

Effect on Weight Empty: +4.0 pounds Effect on Balance: +1,326 inch-pounds Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:	
CUSTOMER: Japan Air Lines	MCL 15,065 DTD 10 May 1960	
CHANGE NO: 7	MODEL: 22-22 (Convair "880")	
	vitch, and C6B Indicator, Installation	
ORIGIN: JAL/CONVAIR Meeting of 10 Ma	ıy 1960	
REASON FOR CHANGE: Customer request		
EFFECT ON WEIGHT *	EFFECT ON BALANCE *	
GUAR, WT. EMPTY OPER, WT. EMPTY		
+15.0 1b · +15.0 1b	+4,250 INCH LB.	
EFFECT ON GUARANTEED PERFORMANCE: * None		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSE ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPOL PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	SAL allegumy 163	
	ENGINEERING APPROVAL	
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:	
SPECIAL PROVISIONS:	FFECT ON PRICE PER AIRPLANE;	
	RECURRING: NON-RECURRING: TOTAL:	
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.	
BY:		
DATE:	#ONVAIR,s.D. 6-1217A	

Title: Flight Reference Selector Switch, and C6B Indicator, Instal-

lation of

Origin: JAL/CONVAIR Meeting of 10 May 1960

Reason for Change: Customer request

Description of Change:

Page 44a, PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Above illustration will be revised to show Flight Reference Selector Switch on center panel in lieu of Mode Selector Switch.

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Delete the below item under "SPERRY FLIGHT NAVIGATION SYSTEM":

"1 Mode Selector Sperry 1778905-2"

Add the following item under "SPERRY FLIGHT NAVIGATION SYSTEM"

"1 Flight Reference Selector Sperry 620361-601"

Revise the below items under "SPERRY C-11 REMOTE COMPASS SYSTEM" as follows:

rrom:	5 5	tion (with Power Rack Amplifier, Servo	Failure Flag)	Sperry Sperry Sperry	1777213-623 614937-10 618379"
To:	"2	Indicator, Radio tion (with Power (C-6B)	Magnetic Direc- Failure Flag)	Spanne	
	248	Rack, Compass Amplifier, Servo		Sperry Sperry Sperry	614937-11 618379 614937-51"

Effect on Weight Empty: +15.0 pounds

Effect on Balance: +4,250 inch-pounds

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIE GO. CALIFORNA

SPEC NO.: 20-22-322		DATE:				
CUSTOMER: Japan Air Lines		MCL	15,064	DTD 9	May 1960	
CHANGE NO. 6			MODEL:	22-22	(Conv	air "880")
TITLE: Additional	Portable Oxygen I	3ottl∈	es, Ins	tallati	on of	
ORIGIN: JAL/CONVAI	R Meeting of 26 Ap	oril I	.960			
REASON FOR CHANGE:	Customer request					
EFFECT	ON WEIGHT *			EFFEC	T ON BAL	ANCE *
GUAR, WT. EMPTY	OPER. WT. EMPTY					
None	+26.0 lb			+18	,607	INCH LB.
EFFECT ON GUARANTEED F	ERFORMANCE: * None					
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:			(Jan	LI COLLEGE		IG APPROVAL
LATEST DATE OF ACCEPTA	NCE.	AIRRI	ANES AEI	FECTED:		
LATEST DATE OF ACCEPTANCE:			ANCS AF	ECTED;		
SPECIAL PROVISIONS:		RECUR NON-RI	RING:	G:		
ACCEPTED: CON'		CONVA	IR, A DIVI	SION OF GEN	NERAL DYN	AMICS CORP.
BY:						
DATE						CONVAIN

Title: Additional Portable Oxygen Bottles, Installation of

Origin: JAL/CONVAIR Meeting of 26 April 1960

Reason for Change: Customer request

Description of Change:

Page 94, Paragraph 3.19.5.6 PORTABLE BOTTLES:

Revise the second sentence as follows:

"Three 310-liter portable oxygen bottles shall be provided, From: two located in the aft entrance area and one located in the forward coat compartment."

"Six, seven-cubic foot portable oxygen bottles shall be provided, three located in the aft L.H. coat closet, two in the forward R.H. coat closet and one in the forward L.H. To: coat closet."

Page A-15, APPENDIX I-C, OXYGEN EQUIPMENT:

Revise the below items as follows:

From:	"3	*Bottle, Portable Oxygen (7-cu ft) Mask, Oxygen	Scott	5500-B1A-BF20B (60.1
To:		*Bottle, Portable Oxygen (7-cu ft) Mask, Oxygen (A8B)	Scott Scott	5500-B1A-BF20B (23275	86.0

Effect on Operating Weight Empty: +26.0 pounds Effect on Weight Empty: Effect on Balance: None

+18,607 inch-pounds

Effect on Performance: None



A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322			DATE:
CUSTOMER: Japan Air Lines			MCL 15,063 DTD 9 May 1960
CHANGE NO: 5			MODEL: 22-2 (Convair "880")
TITLE: Toilet Pap	er Dispenser and F	Razor	Blade Disposal, Installation of
ORIGIN: JAL/CONVAI	R Meeting of 26 Ap	oril 1	.960
REASON FOR CHANGE: C	ustomer request		
EFFECT	N WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER, WT. EMPTY		
+5.0 lb	+5.0 lb		+4,200 INCH LB.
EFFECT ON GUARANTEED P	ERFORMANCE: * None		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		SAL N	MW44166 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPL	ANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:	
ACCEPTED:		CONVA	AIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:			
DATE:			704V114,542, 642174

CONVAIR: SD

19

Title: Toilet Paper Dispenser and Razor Blade Disposal, Installa-

tion of

Origin: JAL/CONVAIR Meeting of 26 April 1960

Reason for Change: Customer request

Description of Change:

Page 87, Paragraph 3.19.2.2.3 MISCELLANEOUS LAVATORY EQUIPMENT:

Add the following items to the list of equipment to be installed in the lavatory:

"One toilet paper dispenser (interlock leaf)
One razor blade disposal container"

Effect on Weight Empty: +5.0 pounds

Effect on Balance: +4,200 inch-pounds

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-322	DATE:
CUSTOMER: Japan Air Lines	MCL 15,056 DTD Revised 5 May 1960
CHANGE NO: 4	MODEL: 22-22 (Convair "880")
TITLE: Overhead Convenience Pods of Seat Spacing	, Installation of; and Clarification
ORIGIN: JAL/CONVAIR Meeting of 26	April 1960
REASON FOR CHANGE: Customer request	
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR, WT. EMPTY OPER, WT. EMPTY	
+96.0 lb +96.0 lb	+60,960 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *	None
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED TOTALS REFLECTED IN A FUTURE CHANGE PRO ACCEPTANCE OF THIS CHANGE IS DEPENDENT IN PRIOR ACCEPTANCE OF THE FOLLOWING CHAN	UPON (LWALL) 60
	ENGINEERING APPROVAL
LATEST 'DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:
ACCEPTED:	CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
BY:	
DATE	70NV 41H, 5, D, 6-1217

CONVAIR: SD Japan Air Lines Change No. 4

Overhead Convenience Pods, Installation of; and Clarification Title:

of Seat Spacing

Origin: JAL/CONVAIR Meeting of 26 April 1960

Reason for Change: Customer request

Description of Change:

This proposal has no effect on specification language, and provides new spacer panels in overhead convenience pods to permit pod adjustment from 31 to 37 inches, with the first class seats at 42-inch spacing and the coach seats at 34-inch spacing as presently specified in the specification. The convenience pods will be installed at 34-inch spacing starting at ten inches forward of Station 1217 (both R.H. and L.H. sides) extending forward to Station 446. This adds eight additional pods over original configuration. It is not intended that 31-inch spacing will be possible throughout the cabin, but only at a few locations at any one time.

This proposal also installs two additional passenger public address speakers, one on each side of the cabin.

Effect on Weight Empty: +96.0 pounds Effect on Balance: Effect on Performance:

+60,960 inch-pounds None

A DIVISION OF SENERAL DYNAMICS CORPORATION SAN DIF GO. CALIFORNIA

SPEC NO.: ZD- 22-322			DATE:	. ــــــــــــــــــــــــــــــــــــ			
CUSTOMER: Japan Air	STOMER: Japan Air Lines		MCL 1	5,054	DTD 3	evised May 19	
CHANGE NO: 3			MODEL	22-22	(Conva:	ir "880	
TITLE Forward R Installat	ight Hand Coat Co ion of	mpartn	nent an	d First	Class (Curtain	
ORIGIN JAL/Conva	ir meeting, 26 Ap	ril 19	960				
REASON FOR CHANGE:	Customer request						
EFFECT ON WEIGHT '			EFFECT ON BALANCE				
GUAR, WT. EMPTY	OPER. WT. EMPTY						
-57.0 lb	-57.0 lb				-24,800	INCH	
EFFECT ON GUARANTEED P	ERFORMANCE: * None						
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSA ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		SAL N	a Charge	y.T. Pund	JT GINEERING	S APPROV	
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:					
R			EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED:		CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.					
BY:							
DATE:						5-17471-01	

CONVAIR: SD

Japan Air Line Change No. 3

Page 1 of 2

Title: Forward Right Hand Coat Compartment and First Class Curtain

Installation of

Origin: JAL/Convair meeting, 26 April 1960

Reason for Change: Customer request

Description of Change:

Page 84, Paragraph 3.19.2.1.1 BUFFETS:

Revise the paragraph to read as follows:

"Five Buyer-furnished buffet units shall be installed. Units No l and No. 2 (two-section unit) shall be located in the forward right-hand area. Units No. 3 and No. 4 shall be located in the right-hand service door area. Unit No. 5 shall be located forward of the aft entrance door on the left-hand side."

Page 87, Paragraph 3.19.2.3 COAT STOWAGE:

Specify a third fixed coat compartment. The paragraph will ther read as follows:

"Three fixed passenger coat stowage compartments shall be instal and shall be located as follows: One forward of the forward mai entrance door on the left side, one aft of the aft main entrance door, and one aft of the Number 2 buffet on the right side. The installation shall be as shown on the illustration herein (See also 3.19.3.1.2)."

Page 89, Paragraph 3.19.3.1.2 MOVABLE COAT COMPARTMENTS:

In the second sentence, delete reference to a third track mounted coat compartment. The sentence will then read as follows:

"Both coat compartments shall utilize the passenger seat tracks permit fore and aft movement at one-inch increments, except in tareas of the overhead life raft stowage and the emergency exit locations."

CONVAIR: SD

Japan Air Line Change No. 3

Page 2 of 2

Page 90, Paragraph 3.19.3.5 CURTAINS:

Add the following as the next-to-the-last sentence:

"An aisle curtain shall be provided at the forward end of the first-class section."

Page A-15, APPENDIX I-C, FURNISHINGS

Delete:

"1 Coat Compartment, R.H. 23.6-Inch Movable"

Effect on Weight Empty: -57.0 pounds

Effect on Balance: -24,800 inch-pounds

Effect on Performance: None

The following will not appear in the specification language:

The window at Station 441.8 will be deleted and structural provisions only for a window shall be incorporated.

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DR. GO. CALIFORNIA

SPEC NO.: ZD- 22-322		DATE:					
CUSTOMER: Japan Air Lines		MCL	15,053	Revi	ised av 19		
CHANGE NO: 2			22-22				
TITLE Trilingua	l and Bilingual Si	gns, Insta	llation of	Additio	onal		
ORIGIN: JAL/Conva	ir Meeting, 26 Apr	11 1960 li					
REASON FOR CHANGE: C	ustomer request						
	FFFECT ON WEIGHT .			EFFECT ON BALANCE			
GUAR, WT. EMPTY	OPER, WT, EMPTY						
Neg.	Neg.		Neg.		INCH		
EFFECT ON GUARANTEED F		None					
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPOS	SAL GG	byenen &T Read ENGI	for the INEERING A	PPROV		
LATEST DATE OF ACCEPTANCE: AIRPL		AIRPLANES AF	FECTED:				
RECI NON-		RECURRING: NON-RECURRIN TOTAL:	ON-RECURRING:				
ACCEPTED: CONV			/AIR, A DIVISION OF GENERAL DYNAMICS CORP				
BY:							
DATE:					KN Geral		

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIFGO, CALIFORNIA

SPEC NO.: ZD- 22-322			DATE:					
CUSTOMER: Japan Air Lines			MCL 15,057 DTD Revised 3 May 1960					
CHANGE NO: 1						r "880")		
TITLE: Tourist	Class Curtain, Ins	stalla	ation of					
ORIGIN: JAL/Conv	air meeting, 26 A	pril :	1960					
REASON FOR CHANGE:	Customer request			,				
EFFECT ON WEIGHT				EFFECT	ON BALAN	CE .		
GUAR, WT. EMPTY	OPER, WT. EMPTY			3				
+8.0 lb	+8.0 lb				+9,696	INCH LB.		
EFFECT ON GUARANTEED P	ERFORMANCE: *							
	None			0				
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		SAL N	aluque		man La	APPROVAL		
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFEC	TED:				
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:						
ACCEPTED		CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.						
BY:								
DATE:					564	V 51 1,0.0, 0-1,1"A		

CONVAIR: SD Japan Air Lines Change No. 1

Title: Tourist Class Curtain, Installation of

Origin: JAL/Convair meeting, 26 April 1960

Reason for Change: Customer request

Description of Change:

Page 90, Paragraph 3.19.3.5 CURTAINS:

Add the following after the third sentence:

"A curtain, tied to left and the right hand sides, shall be provided at the aft end of the tourist section."

Effect on Weight Empty: Effect on Balance:

+8.0 pounds +9,696 inch-pounds

Effect on Performance: None